



MF-849 SERIES SEACOCK INSTALLATION

QUICK CHECKLIST

Be sure you have a flat surface inside the hull that is large enough to accommodate the base flange of the valve. If the hull is curved (as many are) you will need to make a backing block to comply with ABYC standards. You must have a backing block to screw the base of the seacock onto. This can be made of quality Marine Grade Plywood - not construction grade plywood - (sealed in epoxy of course); or other suitable hardwood. Don't have a backing block? Stop now and make a proper backing block to comply with ABYC standards before installing your new thru-hull and valve.

REPLACE EXISTING THRU-HULLS

After you remove the old thru-hull, preparation of the hole in the hull is important. Clean out all residual sealant and sand off any ragged edges. You will want to dry fit everything first. To properly do the installation, two people will be needed, one inside and one outside. You **will not** be using the thru-hull nut when installing on a flanged seacock. You **will need** to cut the length of the thru-hull so it engages the seacock by a minimum of 5-6 threads. More is fine but the threads do not need to bottom out in the valve body.

You want to dry-fit first to be sure the valve handle is facing the direction you want and index the head of the thru-hull so you can duplicate this position later. Mark the thru-hull head and the hull on the outside. Also, if using a 90° elbow on top, you might want to dry-fit pre-install this as well so you know where it will end up facing in the final installation. You want to try and set the elbow direction so as to have the hose line up as fair as possible. If you have to force a bend in the hose to get to an elbow, the hose will exert torque and may violate your seal over time. Try to avoid using 3M 5200 type sealant/adhesives on this connection if at all possible. It's always best to take everything apart and put it back together again - dry - to test your indexing one last time before final install.

Now you're ready for sealant. You can use an aggressive sealant/adhesive here (like 3M 5200) as you should not need to remove the thru-hull again. Do not use this aggressive sealant on the threads going into the valve however. Use Teflon tape or other removable sealant on the threads to valve connection. Follow all instructions from the sealant manufacturer for proper surface prep and use. Read carefully the cure times required.

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Remember that the water sees the head of the thru-hull first so this is the most important seal to make. After this, the water sees the threads and then it's in the valve and the hoses. To be sure you have a good seal under the head of the thru-hull; you do not want to let it turn after you have bedded it. Be sure to hold the thru-hull at your index mark and screw the valve down on top. This is where the two people are required. **Hand snug** should be enough as you will secure the valve base with screws into the backing block (see diagram on page 2). Over tightening the valve to thru-hull connection will force sealant out from under the head of the thru-hull outside and may result in a leak. **HAND SNUG** is all you need.

NEW THRU-HULL INSTALLATIONS

All the same info above applies except you must first drill the hole. You'll want to drill the hole slightly oversize and it should then be sealed with resin to insure no water can penetrate the laminate or core. Let the resin cure fully then follow the same installation instructions above.

QUICK NOTE ON MAINTENANCE

New valves come greased. Valves that have been sitting on store shelves for a long time may need more and have the handle/ball exercised. Use any non-petroleum grease (Lithium, Silicones, etc) and no aerosols! Use a soda straw to get the grease through elbows and tailpipes and **USE THE VALVES** regularly to avoid marine growth from building up and seizing them. The more you use them the less you have to maintain them!

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