1) Removing the top lid

Make sure all water is turned off and the pressure is relieved from the equipment. Using a Phillips screwdriver remove the six screws that secure the top lid. Be careful not to lose the top lid o-ring.

2) Removing the Piston Return Spring

The Piston Return Spring is the spring under the top lid that looks like a small tornado. Always remember to keep the small end at the bottom when replacing this spring. Reach in the valve body and remove this spring.
3) Removing the Top Cage o-ring

After you have removed the Piston Return Spring use a small screw driver and pry up on the o-ring at the top of the cage. Use your fingers and pull the o-ring away from the valve body.

4) Removing the Cage and Piston

After you have removed the Cage o-ring, use a pair of needle nose pliers and cross over a screw driver and pry out the cage and piston. Be careful not to break the cage.
5) Removing the Cage and Piston from the valve body

Grab the cage and twist while pulling the cage and piston from the valve body. The piston is inside the cage and usually will follow the cage out of the valve body. If the piston does not come out with the cage, reach in and grab the piston with a pair of needle nose pliers.

6) Removing the piston from the cage

Hold the cage in one hand to pull the piston out of the cage. Always remember when putting the piston back into the cage to tip the piston to the side. This will keep the cup seal from rolling back. It is also important to put the o-ring groove at the top of the valve body. (Also remember that single tank pistons do not have a hole in the bottom. All twin tank pistons have a hole in the bottom.)
7) Removing the Aspirator

Hold the piston and turn the aspirator until the wings are clear of the stops and pull and twist on the aspirator. Remember to lock the wings back when re-installing the aspirator.

8) Removing the By-pass Plug (Only on twin tank systems)

Using a big screw driver turn the By-pass plug counter-clockwise until it is loose. Using needle nose pliers remove the plug.
9) Removing the Stem Check
After removing the By-Pass plug you will see underneath the Stem Check Seal. Use your needle nose pliers and remove. When putting the Stem Check back make sure to put it back in the guide. (The hole in the blue guide.)

10) Removing the Control Module
The Control Module has six screws connecting it to the valve body. Remove those screws and pull it away from the valve body.
11) Removing the Solenoid Coil and checking the solenoid diaphragm

Using a phillips head screw driver remove the screw holding the solenoid on and then do the same with the other two screws. Hold onto the assembly making sure not to lose any pieces. (All three solenoids are the same.) (Remember when putting the diaphragm back to put the two holes on the side horizontal)
12) The face of the Control Module

Turn the Control Module over and you will see the internal components of the Control Module.

13) Removing the Backwash Flow Control

Take a pair of needle nose pliers and stick one side in the Backwash Flow Control and slowly pry out.
14) Removing the Refill Flow Control and Check Ball

Take the keeper out using needle nose pliers. Then use the same pliers to remove the Refill Flow Control. Then remove the Refill Flow Cup being careful to catch the check ball behind the cup.
15) Removing the Check Ball from the draw side
Take the keeper out using needle nose pliers. Then turn the Control Module on its side being careful to catch the check ball behind the cup.

16) Removing the Vacuum Breaker Cover
Using a Phillips screwdriver remove the two screws holding the vacuum breaker on. Then remove the vacuum breaker cover.
16) Removing the Vacuum Breaker Felt Pad and Split Ball Check

Using needle nose pliers pull the pad away and then stick one side of the pliers into the split ball check and pull it out.