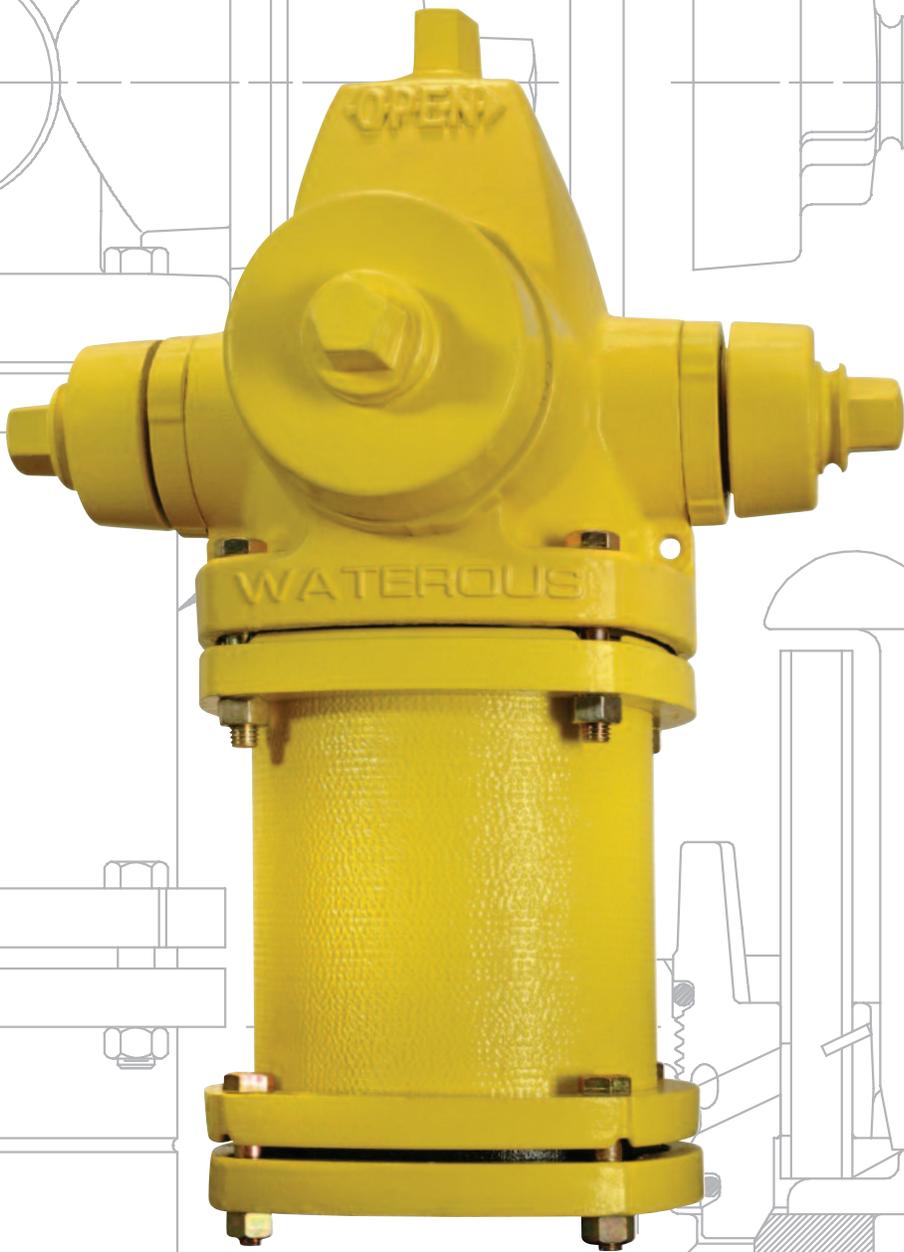


WATEROUS FIRE HYDRANT **5<sup>1</sup>/<sub>4</sub>" PACER**



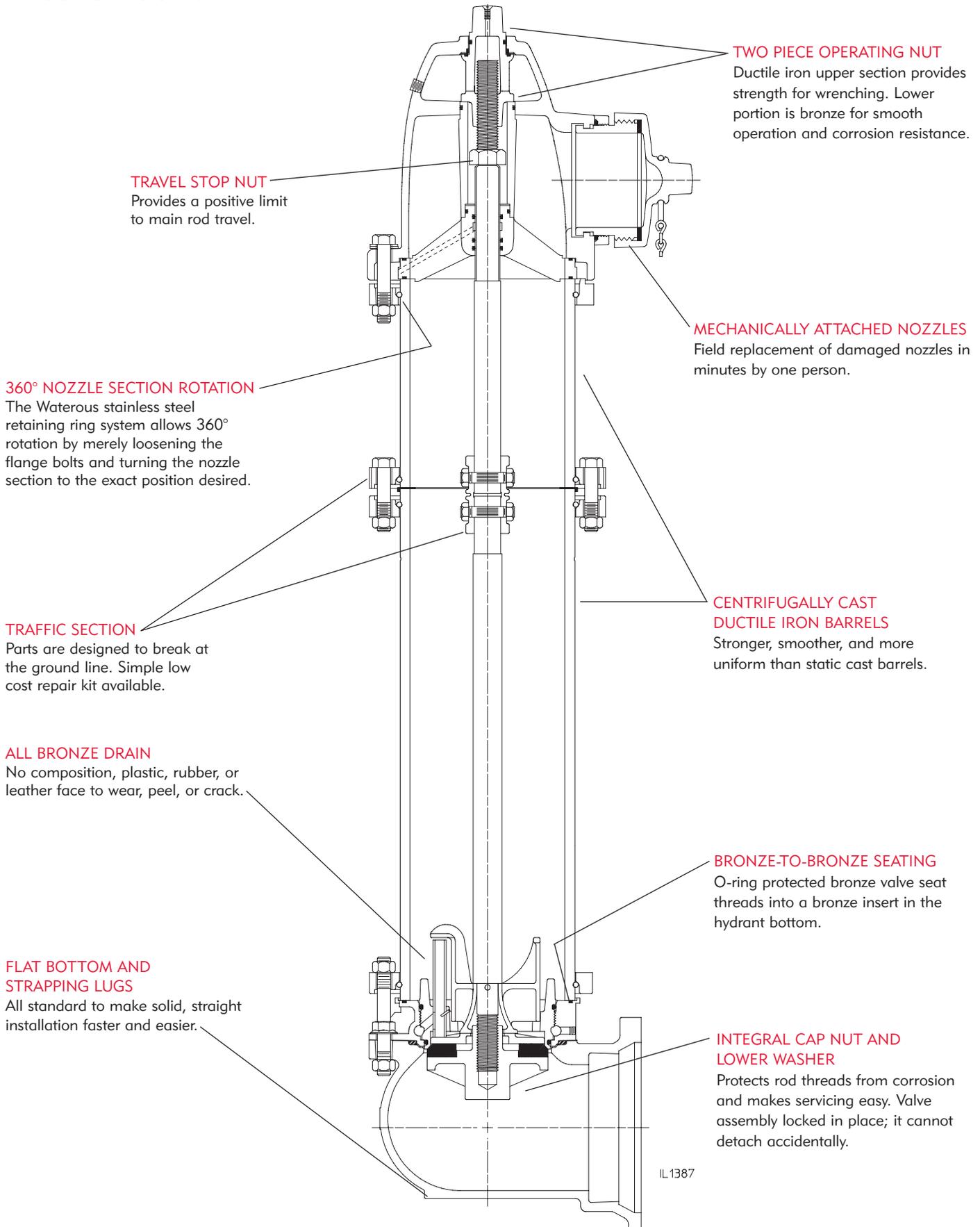
DUCTILE IRON 250 P.S.I.G.  
WATEROUS  
5<sup>1</sup>/<sub>4</sub>" PACER FIRE HYDRANT



**AMERICAN FLOW CONTROL**  
It's What We Know.®

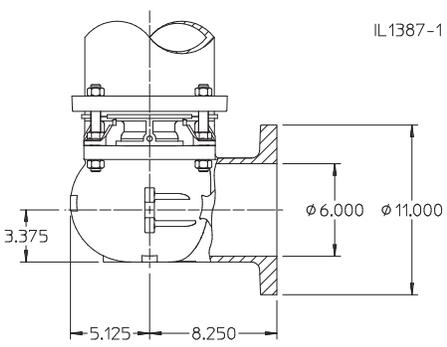
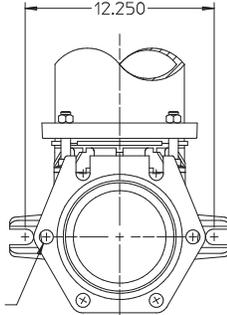
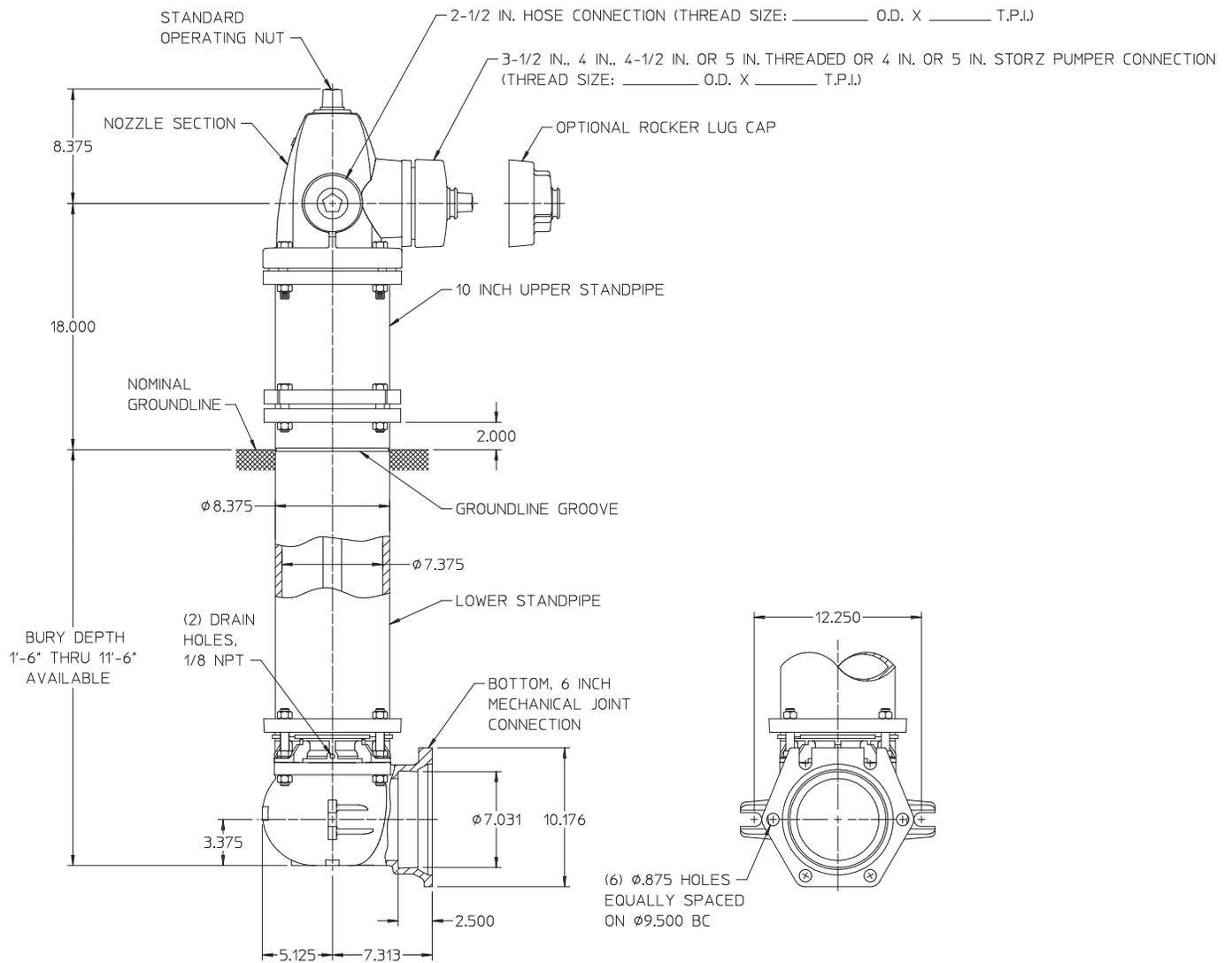
# WATEROUS FIRE HYDRANT 5 1/4" PACER

## CONSTRUCTION

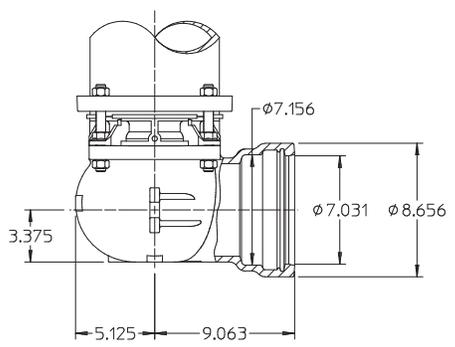


Fully complies with AWWA C502 and is available in configurations which are UL Listed and FM Approved.

## SECTIONAL DRAWINGS/DIMENSIONS



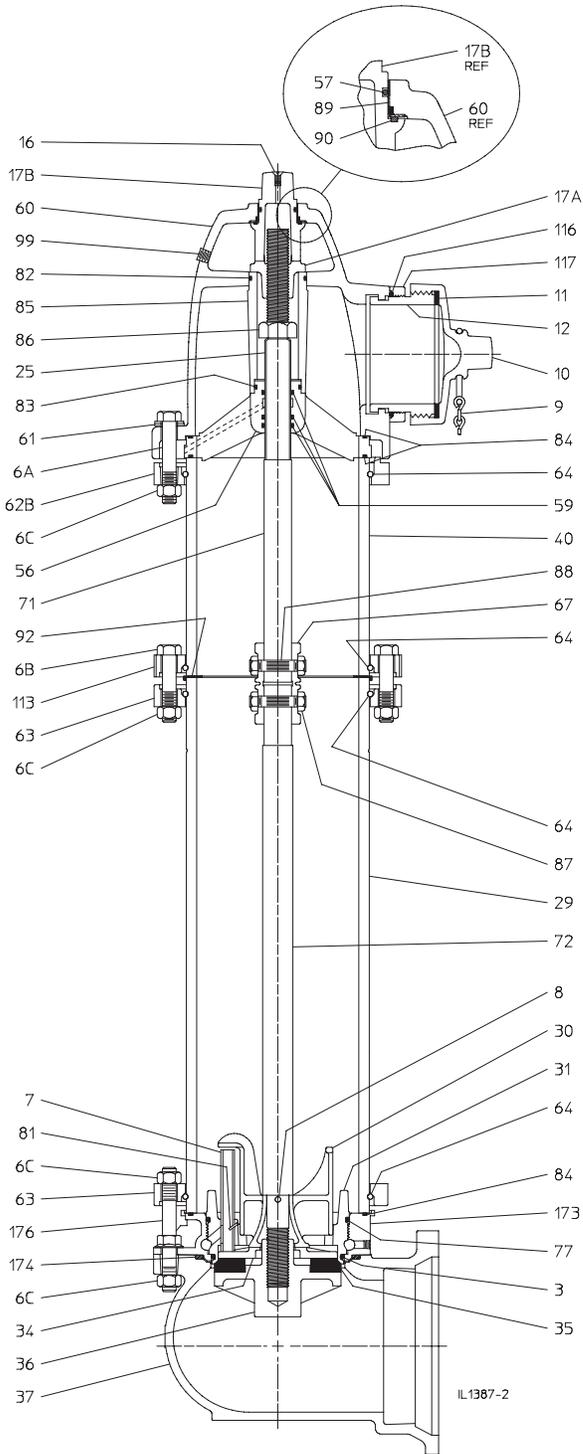
6 INCH CLASS 125 ANSI  
FLANGED CONNECTION



6 INCH TYTON  
JOINT CONNECTION

# WATEROUS FIRE HYDRANT 5 1/4" PACER

## PARTS LIST



REF NO.	DESCRIPTION	MATERIAL
3	O-ring (Lower valve seat), 5-5/8 x 5-7/8	Buna-N
6A	Hex hd bolt, 5/8-11 x 3-3/4 in.	Zinc-plated steel
6B	Hex hd bolt, 5/8-11 x 3 in.	Zinc-plated steel
6C	Hex nut, 5/8-11	Zinc-plated steel
7	Drain plunger	Red brass
8	Cotter pin, 1/4 x 1-1/2 in.	Stainless steel
9A, 9B	Nozzle cap chain, single or double	Zinc-plated steel
10	Nozzle cap, hose or pumper	Ductile iron
11	Cap gasket, hose or pumper	Neoprene
12	Nozzle, hose or pumper	Brass
16	Flat hd screw, 1/4-20 x 1/2 in.	Stainless steel
17A	Lower operating nut	Bronze
17B	Upper operating nut	Ductile iron
25	Rod bushing	Red brass
29	Lower standpipe	Centrifugally cast ductile iron pipe
30	Crossarm	Bronze
31	Valve seat	Bronze
34	Upper valve washer	Ductile iron
35	Main valve rubber	Urethane
36	Lower valve washer	Ductile iron
37	Hydrant bottom	Ductile iron
40	Upper standpipe	Centrifugally cast ductile iron pipe
56	Support wheel	Ductile iron
57	O-ring (Operating nut), 1-1/2 x 1-3/4	Buna-N
59	O-ring (Support wheel), 1-1/8 x 1-3/8	Buna-N
60	Nozzle section	Ductile iron
61	Bury depth plate	Aluminum
61	Bury depth plate washer	Zinc-plated steel
62B	Upper standpipe flange	Ductile iron
63	Standpipe flange	Ductile iron
64	Flange lock ring	Stainless steel
67	Coupling sleeve (two halves)	Gray iron
71	Upper rod	Steel rod
72	Lower rod	Steel rod
77	O-ring (Upper valve seat), 5-7/8 x 6-1/8	Buna-N
81	Groove pin, 3/32 x 7/16 in.	Beryllium copper
82	O-ring (Upper tube seal), 2-3/8 x 2-5/8	Buna-N
83	O-ring (Lower tube seal), 1-7/8 x 2-1/8	Buna-N
84	Support wheel/lower standpipe gasket	Buna-N
85	Support tube	Ductile iron
86	Stop nut, 1" - 8	Zinc-plated steel
87	Coupling nut, 1/2-20	Brass
88	Coupling stud, 1/2-20 x 2-9/16 in.	Stainless steel
89	Nozzle section bushing	Brass
90	Thrust ring	Teflon
92	Upper standpipe gasket	Neoprene
99	Pipe plug, 1/4 NPT	Brass
113	Breakable flange	Ductile iron
116	O-ring (pumper nozzle), 5-1/4 x 5-3/4	Buna-N
117	Pumper nozzle retainer	Ductile iron
118	O-ring (hose nozzle), 3-1/4 x 3-5/8	Buna-N
119	Hose nozzle retainer	Ductile iron
173	Valve seat insert	Bronze
174	Valve seat insert gasket	Nitrile
176	Stud, 5/8-11 x 5.650	Stainless steel

**Notes:**

1. 250 p.s.i.g. rated working pressure.
2. Meets or exceeds all requirements of AWWA C502.
3. May be ordered in configurations which are UL Listed and FM Approved.
4. Nominal turns to open is 18.

## SUBMITTAL DATA

Depth of trench or bury		Number of hose nozzles		Storz Steamer	Yes	No
Type of base connection		Hose nozzle size		Steamer nozzle size		
Paint color		Direction to open		Nozzle cap chains	Yes	No
		Steamer nozzle	Yes	No	City specification	

## FEATURES

The **Waterous Pacer's** sleek and stylish design blends perfectly with today's modern architecture. The **Pacer** is rated for 250 p.s.i.g. and exceeds all of the requirements of AWWA C502. Ductile iron construction assures strength and durability. Introduced in 1967, the **Pacer** fire hydrant provides real

solutions to today's system demands. With many cities experiencing increased pressure to stretch their dollars, it is important to note that the **Pacer** hydrant can be maintained by just one person. The removal of four nuts and bolts allows access to all working parts. The **Pacer** hydrant has all the features

you expect from a high-quality fire hydrant. The all bronze valve seat and bronze seat insert ensure that the **Pacer** hydrant remains easy to repair. The **Pacer** has been manufactured for more than 35 years while still maintaining complete parts interchangeability.

### The Pacer hydrant has these standard features:

- All bronze drain
- Travel stop nut located in top of hydrant
- Easy 360° rotation of nozzle section
- 250 p.s.i.g. working pressure rating
- Shell tested at 500 p.s.i.g.
- Sealed lubrication chamber
- Over 35 years of continuous parts interchangeability
- Ductile iron nozzle section, upper & lower stand pipes, & hydrant base
- Bronze-to-bronze seating
- Bronze cross arm

## BENEFITS

### Easy Nozzle Section Rotation

The **Pacer's** exclusive stainless steel flange lock ring allows 360° rotation of nozzle section by merely loosening four bolts and turning nozzle section to the exact position required. This is done without damage to barrel gaskets.

### Sealed Lubrication Chamber

O-rings seal the operating threads from moisture and retain lubricant which greatly reduces routine maintenance.

### All Bronze Drain

No composition rubber, plastic, or leather to wear, peel, or crack. Virtually no leaks, nor adjustments are ever required. Bronze sliding drain valve is free to center itself so it always closes tightly, even if a foreign object gets into the barrel.

### Top Travel Stop Nut

Helps prevent stem buckling and damage to other components.



## SPECIFICATIONS

Fire hydrants shall meet or exceed AWWA C502, latest revision. Rated working pressure shall be 250 p.s.i.g., test pressure shall be 500 p.s.i.g., and hydrants shall include the following specific design criteria:

The nozzle section, upper and lower stand pipes, and hydrant base shall be ductile iron.

The main valve closure shall be of the compression type, opening against the pressure and closing with the pressure. Nozzle section to be designed for easy 360° rotation by the loosening of no

more than four bolts.

The valve opening diameter shall be 5-1/4". Hydrant must be designed so that removal of all working parts can be accomplished without excavating. The bronze seat shall be threaded into mating threads of bronze for easy field repair.

The draining system of the hydrant shall be bronze and be positively activated by the main operating rod. Hydrant to be furnished with a sliding bronze drain valve. Sliding drain valves made of rubber, plastic, or

leather will not be allowed.

Hydrant must have an internal travel stop nut located in the top housing of the hydrant.

Hydrant operating threads to be factory lubricated, and be O-ring sealed from water, moisture, and foreign matter.

Hydrant must have a traffic flange design allowing for quick and economical repair of damage resulting from a vehicle's impact. Hydrants shall be **Waterous Pacer**.

(Model WB67-250)



**American Flow Control**  
**American-Darling Valve and Waterous**  
A Division of American Cast Iron Pipe Company

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