



DUCTILE IRON 250 P.S.I.G.



AMERICAN WATERWORKS
WATEROUS 5 $\frac{1}{4}$ " PACER FIRE HYDRANT

5-1/4" PACER FIRE HYDRANT

TRAVEL STOP NUT-Provides a positive limit to main rod travel.

TWO PIECE OPERATING NUT-Ductile iron upper section provides strength for wrenching. Lower portion is bronze for smooth operation and corrosion resistance.

360° NOZZLE SECTION ROTATION-The Waterous stainless steel retaining ring system allows 360° rotation by merely loosening the flange bolts, and turning the nozzle section to the exact position desired.

MECHANICALLY ATTACHED NOZZLES-Field replacement of damaged nozzles in minutes by one person.

TRAFFIC SECTION-Parts are designed to break at the ground line. Simple low cost repair kit available.

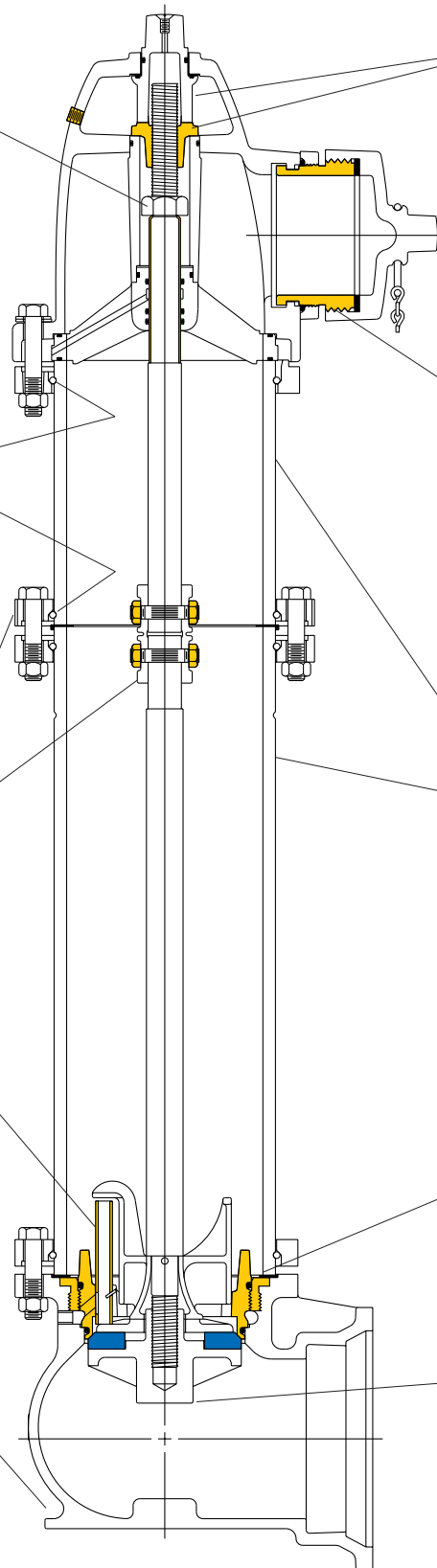
CENTRIFUGALLY CAST DUCTILE IRON BARRELS-Stronger, smoother and more uniform than static cast barrels.

ALL BRONZE DRAIN-No composition, plastic, rubber or leather face to wear, peel or crack.

BRONZE TO BRONZE SEATING-O-ring protected bronze valve seat threads into a bronze insert in the hydrant bottom.

FLAT BOTTOM AND STRAPPING LUGS-All standard to make solid, straight installation faster and easier.

INTEGRAL CAP NUT AND LOWER WASHER-Protects rod threads from corrosion and makes servicing easy. Valve assembly locked in place. It cannot detach accidentally.

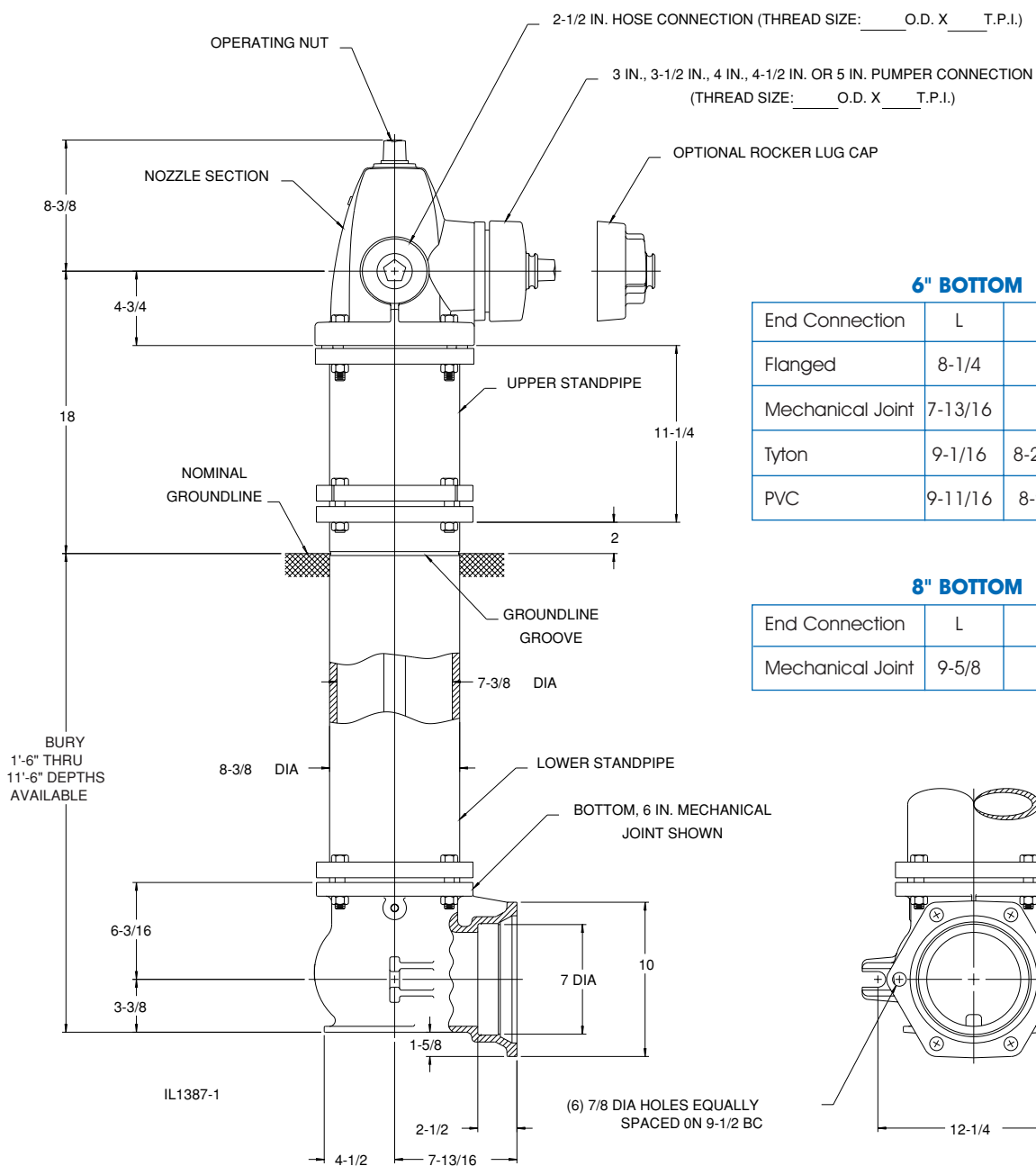


IL1387

Fully complies with AWWA C-502 and is available in configurations which are UL Listed and FM Approved.



5-1/4" PACER FIRE HYDRANT

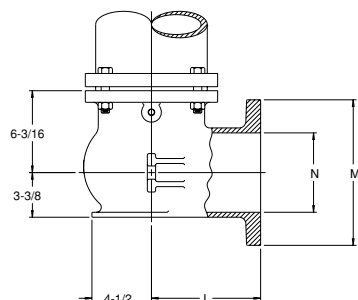
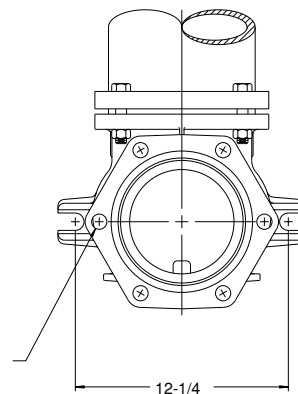


6" BOTTOM

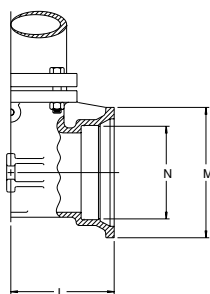
End Connection	L	M	N
Flanged	8-1/4	11	6
Mechanical Joint	7-13/16	10	7-1/32
Tyton	9-1/16	8-21/32	7-1/32
PVC	9-11/16	8-9/32	6-3/4

8" BOTTOM

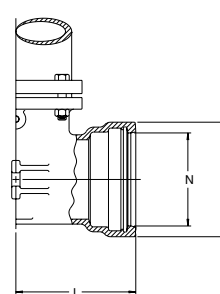
End Connection	L	M	N
Mechanical Joint	9-5/8	12	9-3/16



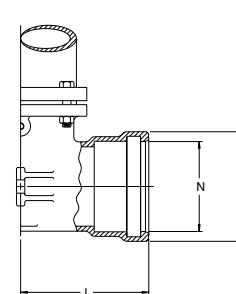
FLANGED CONNECTION



MECHANICAL JOINT CONNECTION

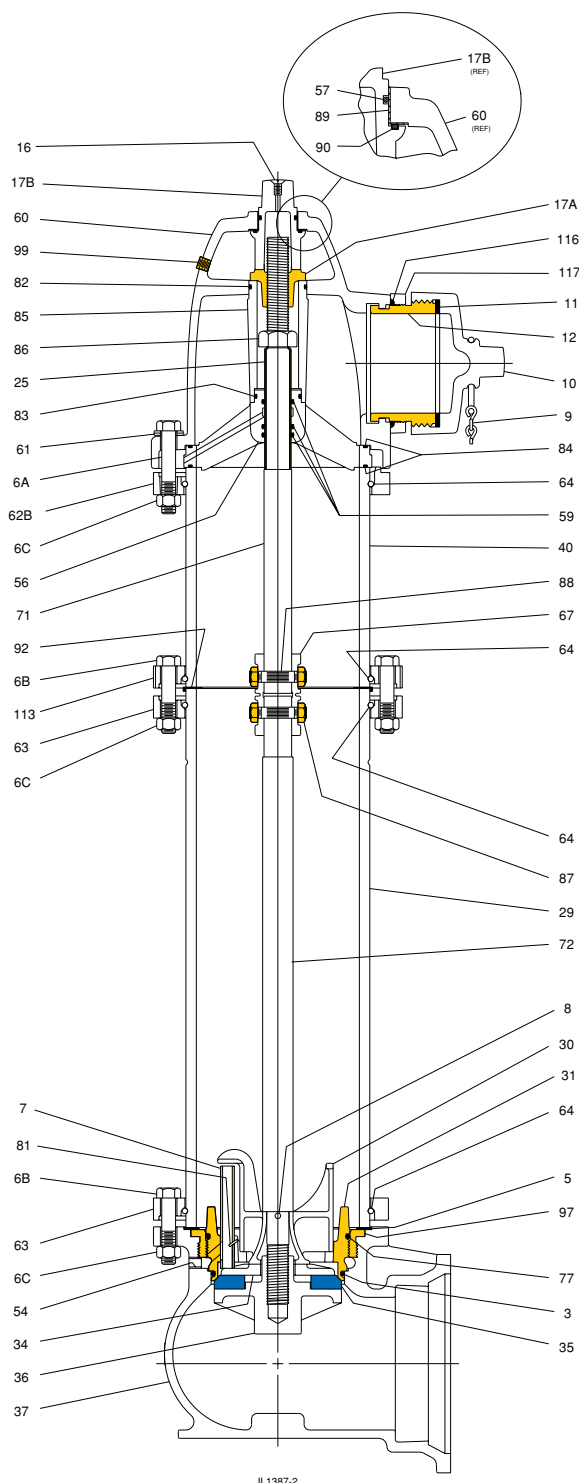


TYTON JOINT CONNECTION



PVC JOINT CONNECTION

5-1/4" PACER FIRE HYDRANT



IL1387-2

NOTES

1. 250 p.s.i.g. rated working pressure.
2. Meets or exceeds all requirements of AWWA C-502.
3. May be ordered in configurations which are UL Listed and FM approved.
4. Nominal turns to open is 18.

REF NO.	DESCRIPTION	MATERIAL
3	O-ring (Lower valve seat), 5-5/8 x 5-7/8	Buna N
5	Lower standpipe gasket	Neoprene
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
17	Operating nut (one-piece)	Bronze
17A	Lower operating nut	Bronze
17B	Upper operating nut	Ductile iron
25	Valve rod bushing (included with 71 & 28)	Red brass
28	Rod Assembly (includes 25) (non-Traffic model)	Steel rod
29	Lower standpipe (Traffic model)	Centrifugally cast ductile iron pipe
29	Standpipe (non-Traffic model)	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 (Traffic model)	Centrifugally cast ductile iron pipe
54	Drain bushing	Brass
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 (2 halves)	Cast iron
71	Upper rod assembly (includes 25) (Traffic model)	Steel rod
72	Lower rod (Traffic model)	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 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
97	Valve seat insert	Bronze
99	Pipe plug, 1/4 NPT	Brass
101	Weathershield nut	Ductile iron
102	Groove pin, 1/4 x 2 in.	Stainless steel
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	Hoze nozzle retainer	Ductile iron

SUBMITTAL DATA

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



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 C-502. 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 is loaded with all of the features expected from a high quality fire

hydrant. The all bronze seat and bronze seat insert assure that the **Pacer** hydrant remains easy to repair. The **Pacer** has been manufactured for more than 30 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 30 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 degree 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, chip 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 bronze 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 degree rotation by the loosening of

no more than four bolts.

The seat 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

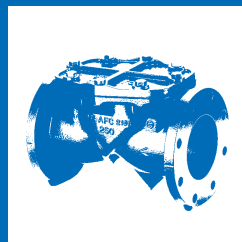
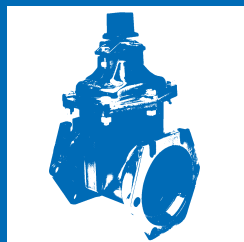
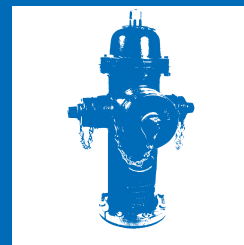
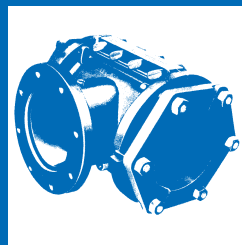
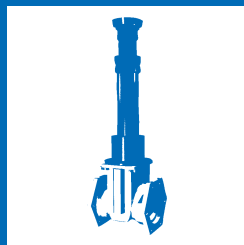
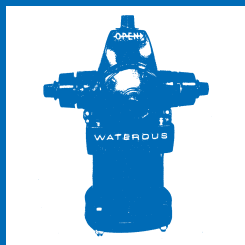
not be allowed.

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 number WB-67-250).



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

<http://www.acipco.com/afc>

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