



STYLE 929 FIRE HYDRANT



- Time Tested
- Proven Service
- Reliable Performance



Approved

PROUDLY



MADE IN ANNISTON, ALABAMA
USA

The M&H Style 929 Reliant

For over one hundred years, the M&H name has been synonymous with reliability in products for the waterworks industry.

Today, the M&H Style 929 RELIANT fire hydrant offers this same reliability in providing superior fire protection service.

The RELIANT hydrant is engineered to give life-long, maximum performance. Its design features simplify installation and maintenance. It offers trouble-free operation and economy, too. Its rugged construction and unique traffic lug design assure minimal damage on vehicle impact and fast, low cost repair.

From top to bottom, the RELIANT is one tough hydrant. From its tamper-resistant top works to its 5 1/4" main valve opening for high-flow capacity. Plus, the RELIANT meets or exceeds all requirements of the American Waterworks Standard C-502 for fire hydrants. And also is UL listed and approved by Factory Mutual.

Each 929 Reliant Hydrant comes with a five year limited warranty protection on materials and workmanship.

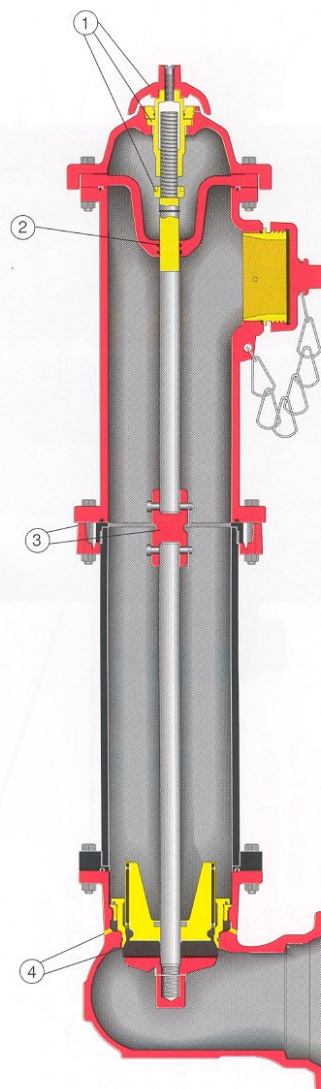
Features and Benefits

1 Integral Operating Nut and Weather Shield provide tamper resistant top works and protects the operating mechanism from the elements. Ease of operation is assured by a nylon anti-friction thrust bearing. A positive stop stem nut protects the main valve stem, stem coupling and main valve from potential damages occurring from excess input torque in the open position.

2 Factory-lubricated with grease, the "Reliant" hydrant can be greased or oil lubricated in the field. This important maintenance requirement of all fire hydrants can be performed by re-greasing or by simply filling the oil reservoir through the weather shield bolt. These reservoirs are dual "O" ring sealed to provide positive prevention of lubricant leakage into the hydrant or water leakage into the bonnet area.

3 A Unique field-proven lug arrangement provides full 360-degree rotation of nozzle section. Also assures effective breakaway on vehicle impact and fast, low cost repair. Additionally, the stem coupling between the upper and lower main valve stem fractures on a plane below the level of the standpipe flange. This assures that a vehicle tire cannot depress the main valve after impact.

4 The 5 1/4" main valve opening assures high flow capacity. The compression type main valve opens against the pressure and is held shut by this pressure during repair or maintenance. Two drain valves provide quick drainage of the hydrant standpipe following closure of the hydrant. These drains are self-flushing with each cycle of the main valve.





Reliant Style 929 Fire Hydrant

FOR FIRE PROTECTION YOU CAN RELY ON!

1) WEATHER SHIELD

Cast Iron ASTM A-126, Class B

One-piece component deflects moisture and dust exposure to bronze operating nut. Affords protection against freezing conditions ensuring operational efficiency.

2) LUBRICATION PLUG BOLT 1/2 x 2 1/4

Electro Zinc Plated Steel

Firmly attaches operating nut/weathershield unit to bronze operating nut and is tamper resistant. Plug is easily removed for field servicing or maintenance.

5) HOLD DOWN NUT

Bronze Alloy CDA 84400, ASTM B-584

Non-corrodible bronze nut secures stem nut for operating thrusts. Hold down nut provides additional weather protection with threading attachment to bonnet and O-ring seal.

3) OPERATING NUT

Bronze Alloy CDA 84400, ASTM B-584

4) HOLD DOWN NUT "O" RING

N.B.R.

8) BONNET

Cast Iron ASTM A-126, Class B

Flange ring gives finished appearance at bonnet/nozzle section flange. Prevents dirt build-up between flanges. Allows for ease of repainting. Sealed with heavy-duty gasket.

6) HOLD DOWN NUT SET SCREW

18-8 SS ASTM F-593 Group 1

Drilled and tapped hole in nozzle with stainless steel set screw. Secures hold down nut to bonnet.

7) THRUST WASHER

Nylon

Nylon anti-friction bearing at thrust collar reduces operating torque for smoother open/close cycles.

56) SEAL PLATE

Cast Iron ASTM

Includes reservoir for oil lubrication as option to factory applied grease on operating threads. Two O-ring seals at penetration point of operating stem prevent lubricant leakage and exclude water entry of chamber when hydrant is pressurized.

12) BONNET BOLTS 1/2-13 x 2 1/4 (3)

Electro Zinc Plated Steel

59) SEAL PLATE BOLTS 1/2 x 2 (3)

Electro Zinc Plated Steel

57) SEAL PLATE GASKET

Rubber

13) BONNET NUTS 1/2-13

Electro Zinc Plated Steel

15) NOZZLE/STAND PIPE "O" RINGS

N.B.R.

Superior sealing quality of O-rings used on all standpipe flange joints.

58) STEM STOP NUT

Bronze

16-17) HOSE/PUMPER NOZZLE CAP

Cast Iron ASTM A-126, Class B

Hose and pumper nozzle are machine threaded into C.I. nozzle outlets, an original M&H design. They are easily removed for field replacement.

9) BRONZE STEM SLEEVE "O" RING

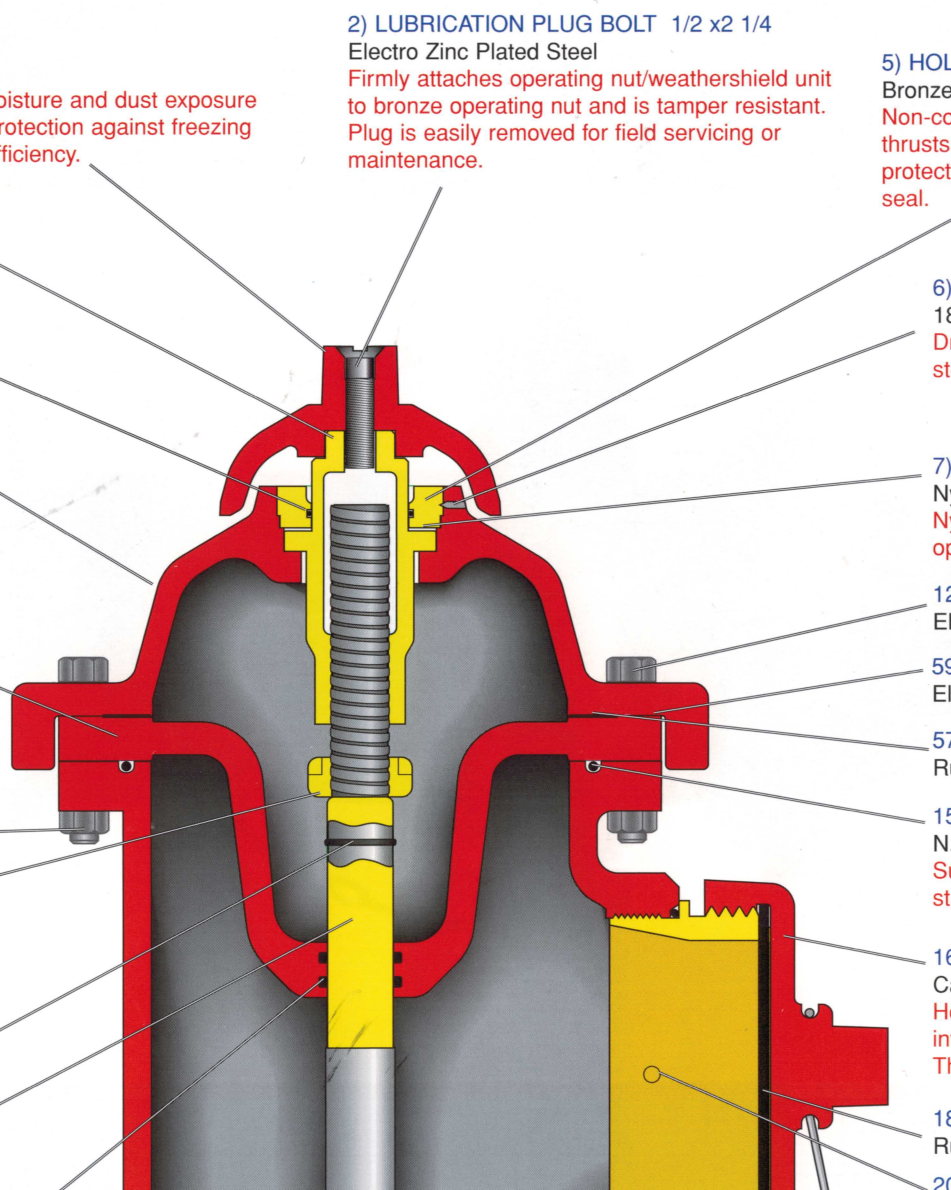
N.B.R.

18-19) HOSE/PUMPER NOZZLE CAP GASKET

Rubber ASTM D2000

10) BRONZE STEM SLEEVE

20-21) HOSE/PUMPER NOZZLE SET SCREW



14) SEAL PLATE "O" RINGS
N.B.R.

11) UPPER ROD/STEM ASSEMBLY
Steel C1117 HFS w/BRZ Stem Sleeve

High strength steel stem has rugged acme threads at top end to match threads in bronze operating nut. Brass stem sleeve is machine fitted on segment that penetrates oil reservoir providing smooth, non-corrodible bearing surface for double O-ring seals. O-ring insert between sleeve and stem provides additional leakage protection.

29) SAFETY STEM COUPLING/BREAK COUPLING

Cast Iron ASTM A-126, Class B
Designed to break from collision without damage to main valve or lower rod. Bottom half of coupling is square and accepts short disassembly wrench.

35) STAND PIPE UPPER FLANGE
Ductile Iron

30) CLEVIS PIN 3/8 x 2 1/2 (2)
410 Stainless Steel

36) STAND PIPE
Ductile Iron Pipe
Fabricated for exceptional strength and support of below ground unit.

43) UPPER DRAIN VALVE/UPPER VALVE
PLATE/MAIN VALVE TOP PLATE

Drilled and tapped hole in nozzle with stainless steel set screw. Prevents turning of brass during hose coupling attachment or removal.

22-23) HOSE/PUMPER NOZZLE
Bronze Alloy CDA 84400, ASTM B-584

24-25) HOSE/PUMPER NOZZLE "O" RING
N.B.R.

27) "S" HOOK
Electro Zinc Plated Steel

28) NOZZLE CAP CHAINS
Electro Zinc Plated Steel

26) NOZZLE SECTION

Cast Iron ASTM A-126, Class B
Molded from durable cast iron and available with one pumper nozzle and two hose nozzles.

Above ground hydrant assembly may be rotated full 360° on the standpipe flange to improve alignment to curb. Simply loosen lug bolts/nuts, rotate and retighten.

32) SAFETY LUG BOLTS 5/8-11 x 4 (6)
Electro Zinc Plated Steel

34) SAFETY LUGS (6)
Cast Iron ASTM A-126, Class B

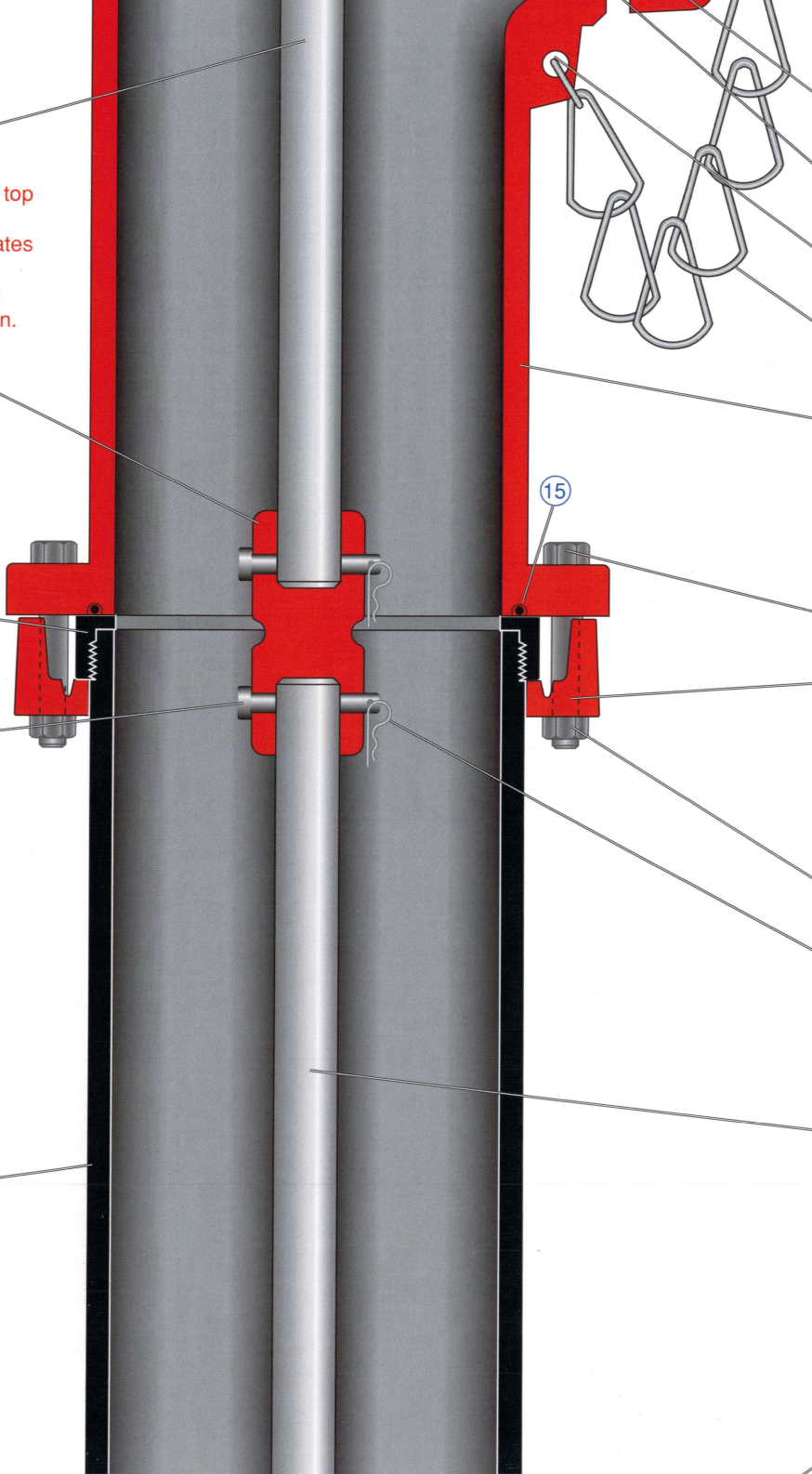
Upon vehicular impact, safety lugs fractures to allow above ground hydrant assembly to separate cleanly from standpipe without damage to internal parts or loss of water. Repair is easily accomplished with economical field repair kit.

33) SAFETY LUG NUTS 5/8-11 (6)
Electro Zinc Plated Steel

31) RETAINING CLIP (2)
C1038 Electro Zinc Plated Steel

37) LOWER ROD/LOWER STEM
Steel C117 HFS

44) DRAIN VALVE FACINGS
BUNA "S"



Aluminum-Bronze Alloy ASTM B-763

Includes two rubber faced bronze drain valves and provides positive closure of two bronze bushed drain ports during operation. After operation, the drain valves automatically drain all water from the standpipe preventing cold weather freeze-up. Drain ports are purged during first three operating turns on opening and again on closing.

45) DRAIN VALVE FACINGS RIVETS
Copper

51) BRONZE MAIN VALVE SEAT RING
Aluminum-Bronze Alloy ASTM B-763
Contoured for smooth flow and low pressure drop.

52) VALVE MAIN SEAT RING UPPER
"O" RING
N.B.R.

42) DRAIN HOLE BUSHINGS
Bronze ASTM B-135
Annular Drain exhausts water through two brass lined ports on either side of shoe. Drain area is corrosion-free.

53) VALVE MAIN SEAT RING LOWER
"O" RING
N.B.R.

48) MAIN VALVE RUBBER SEAT
S.B.R.
Compression designed, opens against system pressure. Pressure against main valve assembly helps keep valve tight even if nozzle section is separated at ground-line flange.

49) LOWER VALVE PLATE/BOTTOM PLATE LOCKING WASHER
18-8 Stainless Steel Type E

60) LOWER STEM CAP NUT
Cast Iron ASTM A-126, Class B

50) LOWER VALVE PLATE/BOTTOM PLATE
Cast Iron ASTM A-126, Class B

39) SHOE BOLTS 5/8-11 x 3 1/2
Electro Zinc Plated Steel

38) STAND PIPE LOWER FLANGE
Ductile Iron

40) SHOE BOLT NUTS 5/8-11
Electro Zinc Plated Steel

54) SHOE/SEAT RETAINER RING
Bronze Alloy CDA 8440, ASTM B-584
Permanently affixed shoe and O-ring sealed. Provides bronze to bronze interface for main valve seat as standard.

55) SHOE RETAINER RING "O" RING
N.B.R.

46) LOWER STEM PIN 1/2 x 1 3/4
18-8 Stainless Steel Type E

47) LOWER STEM "O" RING SEAL
N.B.R.

41) HYDRANT SHOE ELBOW
Ductile Iron ASTM A-536, Grade 70-50-5
Fusion bonded epoxy coating inside and out. Meets AWWA C550 standards. 6" flange or mechanical joint shoes available.

500 lbs. hydrostatic test pressure
250 lbs. work pressure

M&H VALVE COMPANY

A DIVISION OF MCWANE, INC.
Anniston, Alabama
www.mh-valve.com
2005

AWWA C502



ACCESSORIES/ORDERING



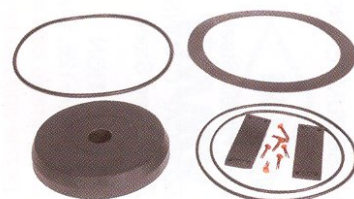
EXTENSION KIT

Conveniently packaged including all necessary parts to raise hydrant in 6" increments.
Specify if hydrant size is 4-1/2" or 5-1/4".



TRAFFIC REPAIR KIT

Available for 4-1/2" or 5-1/4" hydrant and packaged with all components needed to restore hydrant to service following collision.



MAIN VALVE REPAIR KIT

Available for 4-1/2" or 5-1/4" hydrant and packaged with all components needed to repair damaged valve assembly.



SEAT REMOVAL WRENCH

Engages stem drive pin for removing main valve seat.



HOLD DOWN NUT/STEM STOP NUT REMOVAL TOOL



HOSE NOZZLE WRENCH



PUMPER NOZZLE WRENCH

Slots engage drive lugs in nozzle I.D. for removal. Threads are left hand. Specify nozzle size if other than National Standard.

How To Order

1 Model: M&H Style 929. 5-1/4" valve opening. Traffic Model AWWA C-502 hydrant. Equipped with two 2-1/2" outlets and one 4-1/2" pumper outlet or two 2-1/2" outlets.

2 Hose and Pumper Nozzle Threading: National Standard Specifications

(As adopted by Nation Board of Fire Underwriters)

Hose Nozzle: 2-1/2" - Threads, 3-1/16" O.D.

7-1/2 threads per inch.

Pumper Nozzle: 4-1/2" - Threads, 5-3/4" O.D.

4 threads per inch.

Operating Nut: Pentagon - 1-1/2" point to flat.

Direction of Opening: Left (counter-clockwise)

If other than NST, specify standard by description or send male coupling from discarded section to hose. Do not send hydrant cap.

3 Size and Type of Shoe Connection: 6" Mechanical Joint or 6" Flanged.

4 Size and Shape of Operating Nut: If other than National Standard pentagon measuring 1-1-2" Point to Flat, give dimension measuring point to flat for pentagon and across center from flat to flat for square and hexagon nuts.

5 Direction of Opening: Specify left (counter-clockwise) or right (clockwise). If not specified, open left will be provided.

6 Depth of Trench: Distance from ground line to bottom of connecting pipe. "Trench" and "Ditch" are the same as "Bury". "Cover" is distance from ground line to top of connecting pipe.

7 Color: Unless otherwise specified, final paint coat will be fire hydrant red.



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