



STYLE 129 FIRE HYDRANT



- Time Tested
- Proven Service
- Reliable Performance



Approved

PROUDLY



MADE IN ANNISTON, ALABAMA
USA

The M&H 129

Yesterday, Today & Tomorrow

For over 60 years the M&H 129 hydrant has been produced to protect property and lives.

Hydrants Produced in the 1930's are still able to be retrofitted with production parts built today.

Now, every modern hydrant feature is available on the 129 and we can retrofit to 60 year old hydrants.

M&H has kept the user in mind—continuously upgrading, while maintaining parts interchangeability, minimizing inventory and maximizing service life.

For the integrity of your system, specify M&H 129 fire hydrants with the assurance that our past reliability will continue into the future...all compatible.

Further evidence of the 129 unquestionable superiority is attested by its 5 year limited warranty protection on materials and workmanship.

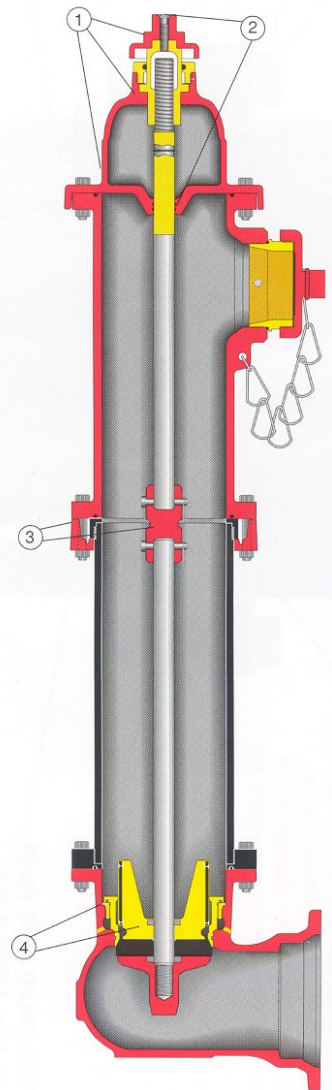
Features and Benefits

1 **BONNET DESIGN** is a single unit component with integral lubrication chamber completely isolating stem threads from any dirt or moisture. The one-piece operating nut/weathershield discourages tampering and repels outside weather elements that cause operating problems. A nylon thrust bearing maintains low operating torques effectively throughout hydrant life.

2 **DUAL LUBRICATION** is a user option afforded by the 129 for selection of either grease or oil as operating mechanism lubricant. Standard factory procedure is to lubricate with grease. Oil is easily substituted in field by removing operating nut/weathershield bolt and add oil through bolt hole into reservoir. Either lubricant is contained in the chamber by two O-ring seals and water cannot enter when hydrant is operating under pressure.

3 **VEHICLE IMPACT** protection is afforded by a split safety flange connection at ground line. In the event of a traffic accident, the safety flange breaks and the stem safety coupling separates allowing the above ground hydrant assembly to fall away cleanly from the standpipe flange without any damage to operating components. The 129 can also be rotated 360 for more desirable curb alignment of the nozzle outlets by simply loosening the safety flange bolts and turning the nozzle section.

4 The 4-1/2" or 5-1/2" main valve opening assures high flow capacity. The compression type main valve opens against water pressure and is held shut by this pressure during repair or maintenance. Two drain valves provides quick drainage of the hydrant standpipe following closure of the hydrant. Those drains are self-flushing with each cycle of the main valve. A bronze-to-bronze seat retainer insures easy removal of the main valve should maintenance or repair be required. This is accomplished with a short disassembly wrench.





Style 129 Fire Hydrant

Yesterday, Today & Tomorrow

AWWA C502



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.

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
Single unit design 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.

Flange ring gives finished appearance at bonnet/nozzle section flange and prevents dirt build-up between flanges. Flange connection sealed with heavy O-ring.

9) BRONZE STEM SLEEVE "O" RING

N.B.R.

10) BRONZE STEM SLEEVE

Brass Tubing, ASTM B-125 Alloy C22000

13) BONNET NUTS 1/2-13 (6)

Electro Zinc Plated Steel

14) LOWER BONNET STEM "O" RINGS (2)

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

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

Marine Grade Aluminum

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 LOCKWASHER

18-8 Stainless Steel

Designed to secure bottom plate to valve assembly.

500 lbs. hydrostatic test pressure

250 lbs. work pressure

Many design and material improvements have been made to the current Style 129 Fire Hydrant. In no case have any changes sacrificed interchangeability.

2) LUBRICATION PLUG BOLT 1/2-13x2

Electro Zinc Plated Steel

Firmly attaches operating nut/weather shield 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 large O-ring seal.

6) HOLD DOWN NUT SET SCREW

18-8 Stainless Steel

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

7) THRUST WASHER

Nylon

Nylon antifriction bearing at thrust collar reduces operating torque for smoother open/close cycles.

12) BONNET BOLTS 1/2-13 x 2 1/4 (6)

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.

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.

18-19) HOSE/PUMPER NOZZLE CAP GASKET

Rubber ASTM D2000

20-21) HOSE/PUMPER NOZZLE SET SCREW

18-8 Stainless Steel

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.

28) NOZZLE CAP CHAINS

Electro Zinc Plated Steel

27) "S" HOOK

Electro Zinc Plated Steel

26) NOZZLE SECTION

Cast Iron ASTM A-126, Class B

Molded from durable cast iron and available with either two hose and one pumper nozzle or two hose nozzles. Above ground hydrant assembly may be rotated full 360° on the standpipe flange to improve alignment to curb. Simply loosen flange bolts, rotate and retighten.

32) SAFETY FLANGE BOLTS 5/8-11 x 4 (8)

Electro Zinc Plated Steel

34) SAFETY FLANGE (2 HALVES)

Cast Iron ASTM A-126, Class B

Upon vehicular impact, lower safety flange ring 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 FLANGE NUTS 5/8-11 (8)

Electro Zinc Plated Steel

31) RETAINING CLIP (2)

C1038 Electro Zinc Plated Steel

37) LOWER ROD/LOWER STEM

STEEL C1117 HFS

44) DRAIN VALVE FACINGS (2)

EPDM

39) SHOE BOLTS 5/8-11 x 3 1/2 (8)

304 Stainless Steel

38) STAND PIPE LOWER FLANGE

Ductile Iron

40) SHOE BOLTS NUTS 5/8-11 (8)

304 Stainless 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

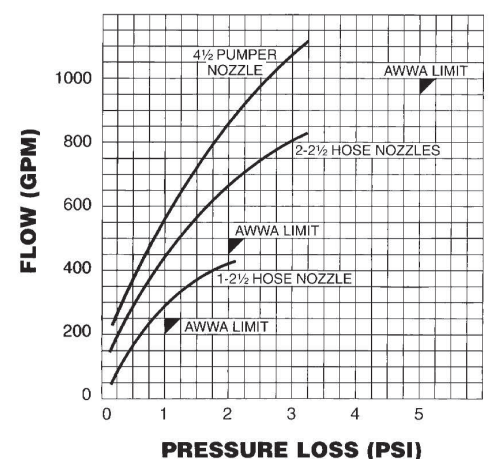
18-8 Stainless Steel

47) LOWER STEM "O" RING SEAL

N.B.R.

41) HYDRANT SHOE ELBOW

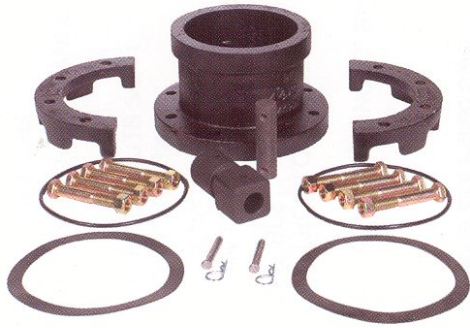
Ductile Iron ASTM A-536, Grade 70-50-5
Fusion bonded epoxy coating inside and out. Meets AWWA C550 standards. Flange or mechanical joint shoes available.



M&H VALVE COMPANY

A DIVISION OF MCWANE, INC.
Anniston, Alabama
www.mh-valve.com
2010

ACCESSORIES/ORDERING



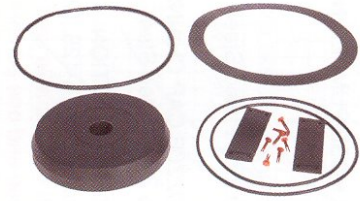
EXTENSION KIT

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



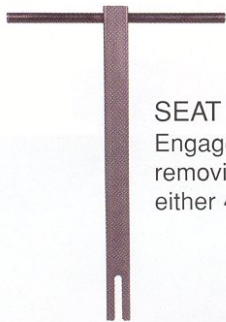
TRAFFIC REPAIR KIT

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 NOZZLE WRENCH
Engages stem drive pin for removing main valve seat. Fits either 4-1/2" or 5-1/4" hydrants.



HOLD DOWN NUT WRENCH



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 129. 4-1/2" or 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, 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.



M&H VALVE COMPANY

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