5-1/4” AMERICAN-DARLING® B-84-B-5 PARTS LIST

Part No.	Qty.	Description	Material
84-37	1	Drain Ring	Bronze
84-38	2	Drain Ring Gasket	Composition Rubber
84-38-1	1	Barrel Gasket	Composition Rubber
84-39	8	Base Bolt and Nut	Stainless Steel
84-39-9	8	Barrel Bolt and Nut	Plated Steel
84-40	1	Valve Top	Ductile Iron
84-40-4	1	Valve Top Clevis and Clip Pin	Stainless Steel
84-41	1	Hydrant Valve	EPDM Rubber
84-42	1	Valve Bottom	Ductile Iron
84-46-2	1	Flanged Base	Ductile Iron
84-46-2A	1	Vertical Entry Base	Ductile Iron
84-46-5	1	Mechanical Joint Base	Ductile Iron
84-46-PE	1	Mechanical Joint Plain End Base	Ductile Iron
84-46-TY	1	TYTON® Base	Ductile Iron
84-46-6AA	1	ALPHA™ Restraint Joint Base	Ductile Iron
84-46-6AX	1	ALPHA™ XL Restraint Joint Base	Ductile Iron
84-144	1	Weather Shield	Rubber
84-145	1	Rod Sleeve	Bronze
84-146	2	Sleeve O-ring	Buna N
84-36-1	2	Hydrant Seat O-ring	Buna N

ALPHA restraint joints will accommodate the following pipe types and sizes:

ALPHA

- Ductile iron per AWWA C151
- PVC per ASTM D1785 (Schedule 40 and 80)
- PVC per ASTM D2241 (SDR 21)
- PVC per AWWA C900
- HDPE per AWWA C906 (SDR 9, 11, 13.5, and 17)

ALPHA XL

- Gray iron (Class A, B, C, and D)

Nominal Size (in)	ALPHA OD Range (in)	ALPHA XL OD Range (in)
6	6.60 - 7.00	6.90 - 7.10

Notes

1. Size and shape of nut on operating nut and cap, threading on nozzles and caps, and the direction of opening made to specifications.
2. Cap chains are not furnished unless specified.
3. Working pressure 250 psig. Factory test pressure 500 psig.
4. Hydrant meets or exceeds the ANSI/AWWA C502 standard.
5. Upper barrel can be rotated 360° .
6. UL Listed and Approved by FM Approvals at 250 psig in allowable configurations.
7. Certified to NSF/ANSI Standard 61 and NSF/ANSI 372.
8. National Standard and other common cap configurations are constructed of ductile iron. Other offerings may be constructed of gray cast iron.
9. Nominal turns to open is 19 1/2.
10. TYTON® is a registered trademark of United States Pipe and Foundry Co., LLC.
11. ALPHA™ is a trademark of Romac Industries, Inc. (U.S. Patent 8,894,100)

Spare Parts

Spare parts shall include the following:

O-ring for housing, O-ring for housing cover, O-ring for nozzles, barrel flange gasket, base flange gasket, main valve seat gasket or O-ring, hydrant valve and cap gaskets.

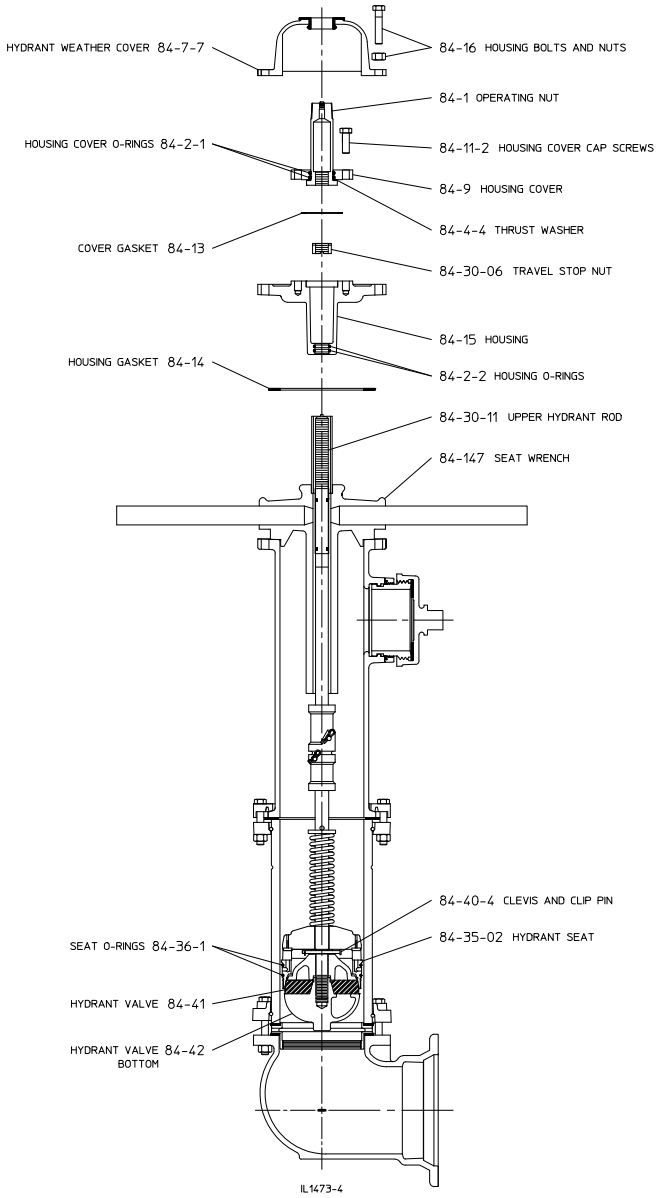
For traffic model hydrants, also include traffic repair kits.

Reassembling the Hydrant

View Video

WARNING: Special care should be taken in the installation, inspection and repair of pressure containing devices such as valves and hydrants. FAILURE TO FOLLOW PROPER PRACTICE AND GUIDELINES CAN RESULT IN SERIOUS INJURY OR DEATH. High pressure and water hammer, due to rapid opening or closing of a hydrant or valve, can also cause major damage to the hydrant, valve, water main, fire hose, or other attached equipment.

1. On B-84-B hydrants manufactured prior to 1997 when the hydrant valve is replaced, use a locking compound to secure the valve ball assembly. On B-84-B hydrants manufactured after 1997, pin the valve ball assembly in place with the clevis and clip pin (84-40-4). Tighten lower valve bottom (84-42) to 145 ft-lbs. of torque. Advance slot in the valve top (84-40) to next pin location.
2. Thread the valve assembly (parts 84-40, 84-41, 84-42) to the lower hydrant rod. Grease the seat O-rings (84-36-1) and lower the parts through the hydrant barrel.
3. When the assembly has made contact with the drain ring (84-37), push the assembly straight down. To avoid cross threading, turn the seat wrench counterclockwise until an ajar is felt. This ajar indicates that the thread starts are properly aligned.
4. Turn the seat wrench clockwise approximately seven turns until it is tight. Pull upward on the rod to ensure it is securely fastened to the drain ring (84-37). Replace the housing gasket (84-14).
5. Grease the threads on the upper hydrant rod (84-30-11) and the O-rings (84-2-2) in the housing.
6. Slip the housing (84-15) over the rod. Note: Special care should be taken to avoid damaging housing O-rings. Thread the travel stop nut (84-30-06) onto the upper rod until contact is made with the brass rod sleeve. Care should be taken to not over tighten the travel stop nut or damage can occur to the sleeve.
7. Put the cover gasket (84-13) in place and then thread the bronze operating nut (84-1) onto the rod.
8. Bolt up the housing (84-15)using approximately 60 ft-lbs of torque.
9. Tighten the operating nut with the operating wrench and put the cover cap screws (84-11-2) in place. Then replace the weather cover (84-7-7) and bolt it up properly using approximately 60 ft-lbs of torque.
10. Carefully pressurize the hydrant and check for visual leaks.



Note: Where grease is specified, use an AMERICAN Flow Control recommended food grade grease.