

# 774X

2 1/2", 6", 8"



**WATTS®**

# *Modification Overview*

- Production began in 1998.
- The 2½” 774X was discontinued in 2003.
- The 6” and 8” 774X were discontinued in 2006.
- All “X” assemblies use check modules that are one size smaller than the pipe size.
  - \* Example: 8” size assembly uses 6” parts

# Single Access Cover Removal

- Cover is secured by a grooved coupling.
- Cover has no spring load.



# Check Valve Removal

- Check valve modules called “Cam Checks”.
- Checks are o-ring sealed and threaded into body.
- #1 Check must be removed before #2 can be removed.



# Check Valve Removal

- Cam checks unscrew counterclockwise by hand “if possible”.

\*Do not use cam arm as a handle to unscrew.



# Check Valve Removal

- If too tight, place a drift punch or solid rod (long screwdriver) in one of the holes on the outer edge of the check module.
- Tap with hammer in correct direction (counterclockwise) to loosen.



# *Check Valve Removal Notes*

- There are “special tools” available to help remove check modules.



# Check Seat Removal

- Check seats are part of each module and can not be removed.
- If the seat is damaged, the complete check module will need to be replaced.





# Check Disc Inspection 6”

- Cam Check disc assembly is part of the module and can not be removed.
  - For inspection and cleaning lift the cam arm and hold in open position.
- \*Raise the clapper so that the end of the cam arm rests between the roller and clapper.



# Check Disc Inspection 8"

- For inspection and cleaning locate the stud on the outlet flange of the assembly.
- Place the cam arm hole on the stud and open the check valve so that the cam rests between the roller and clapper.



# Check Valve Reassembly Notes

- Change and lubricate check o-ring.
- Install #2 check first then #1 check.
- # 2 check should be tightened with a long screwdriver.
- Tighten #1 check firmly by hand only.
- Lubricate the outside edge of the groove couple gasket.

