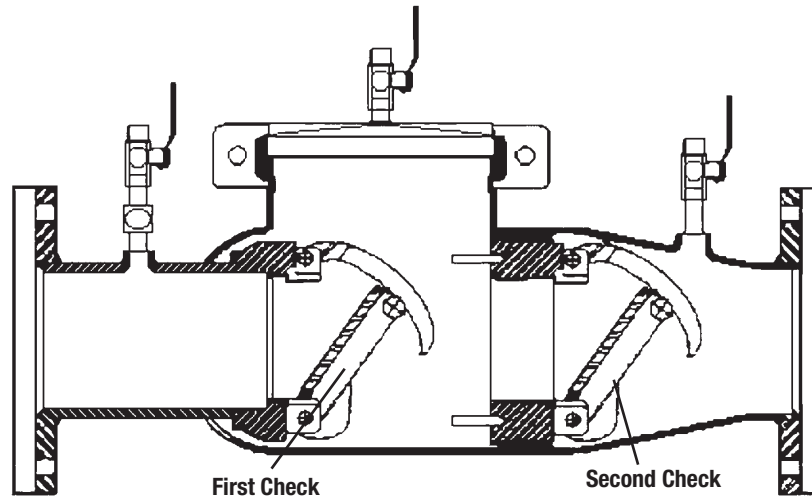


Watts Series 774/774DCDA 2½"- 6"

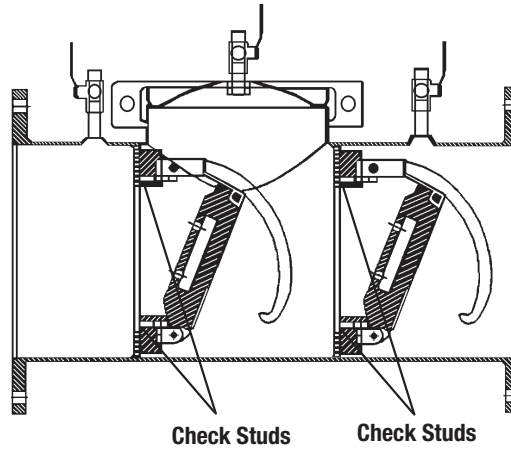


774/774DCDA Repair Kits

EDP NO	KIT NO.	in.	mm	SIZE
First Check Kit				
0888820	RK 774/774DCDA CK 1	2½ - 4	65 - 100	2½"-4" 774/774DCDA / 6" 774X/774XDCDA
0888821	RK 774/774DCDA CK 1	6	150	6" 774/774DCDA / 8" 774X/774XDCDA
Kits include: Complete #1 Check with Check O-ring.				
Second Check Kit				
0888822	RK 774/774DCDA CK 2	2½ - 4	65 - 100	2½"-4" 774/774DCDA / 6" 774X/774XDCDA
0888823	RK 774/774DCDA CK 2	6	150	6" 774/774DCDA / 8" 774X/774XDCDA
Kits include: Complete #2 Check with Check O-ring.				
Cover Kit				
0888824	RK 774/774DCDA C	2½ - 4	65 - 100	2½"-4" 774/774DCDA
0888825	RK 774/774DCDA C	6	150	6" 774/774DCDA / 8" 774X/774XDCDA
0888826	RK 774X/774XDCDA C	6	150	6" 774X/774XDCDA

Kit includes: Cover, Grooved Coupler & Gasket.

Watts Series 774/744DCDA 8"- 12"

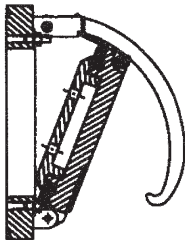


774/774DCDA Repair Kits

EDP NO	KIT NO.	SIZE	
		in.	mm
First or Second Check Kit			
0888827	RK 774/774DCDA CK 4	8, 10, 12	200, 250, 300
Kits include: Complete Check with Check O-ring.			
Cover Kit			
0888828	RK 774/774DCDA C	8, 10, 12	200, 250, 300
Kits include: Cover, Grooved Coupler & Gasket.			

Servicing and Second Checks

#1 Cam-Check Figure 2



#2 Cam-Check Figure 3

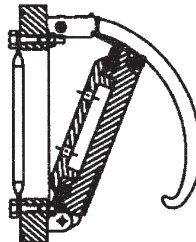
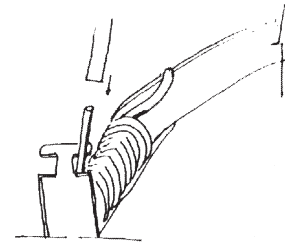


Figure 4



Watts assemblies require minimum maintenance. All assemblies must be retested once maintenance has been performed.
(Before servicing be certain shut off valves are closed)

Removing Cam-Checks

1. Shut down water system and lock out system if possible. Slowly open all ball valves to relieve air and water pressure. Loosen bolts on groove coupler and remove groove coupler and cover plate from valve body
2. **#1 Check (Fig.2)** Using a $\frac{1}{16}$ " socket wrench or nut driver, remove the four nuts from the #1 check studs (See fig. 1) Using two hands, place them at 12 o'clock and 6 o'clock, wiggle the check assembly free. Remove through access port with back of clapper first with back of clapper first with spring end down. Pull check assembly out of main body.
#2 Check (Fig.3) After loosening bolts with a $\frac{1}{16}$ " socket, remove bolts completely, Using the centerline access bar, spin the cam assembly from the 9 o'clock position to the 12 o'clock position, then (without letting go of the access bar)

push the cam assembly slightly downstream so that the clapper is now parallel to the valve body. Now bring the cam assembly through the check retaining wall. Leave the cam assembly clapper parallel to the valve body. Pull the cam assembly through the access port.

3. Using a $\frac{3}{8}$ " nut driver or a piece of small diameter pipe, place on the cam arm torsion spring and move away from and around the torsion spring retaining bracket so as to relieve the torsion spring tension. (See Figure 4) This will allow the cam arm to move freely, enabling you to inspect the clapper face and cam seat. Thoroughly clean the seat area and clapper sealing surfaces, cam arms, and O-rings.
4. Before reinstallation of Checks thoroughly clean O-ring groove and lubricate O-ring with F.D.A. approved lubricant.