

2000SS / 774  
3000SS / 774DCDA  
2 1/2"-12"



# *Modification Overview*

- Model 2000SE, 3000SE, 774X, 774XDCDA were produced in the 2 1/2", 6", and 8" sizes only.
- These 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.
- 2 1/2”-6” Cam Checks are threaded into body.
- #1 Check must be removed before #2 can be removed.
- 8-10” Checks are simply bolted into body.



# Check Valve Removal

- 2 1/2-6" cam checks unscrew counterclockwise by hand "if possible".  
\*Do not use cam arm as a handle to unscrew.



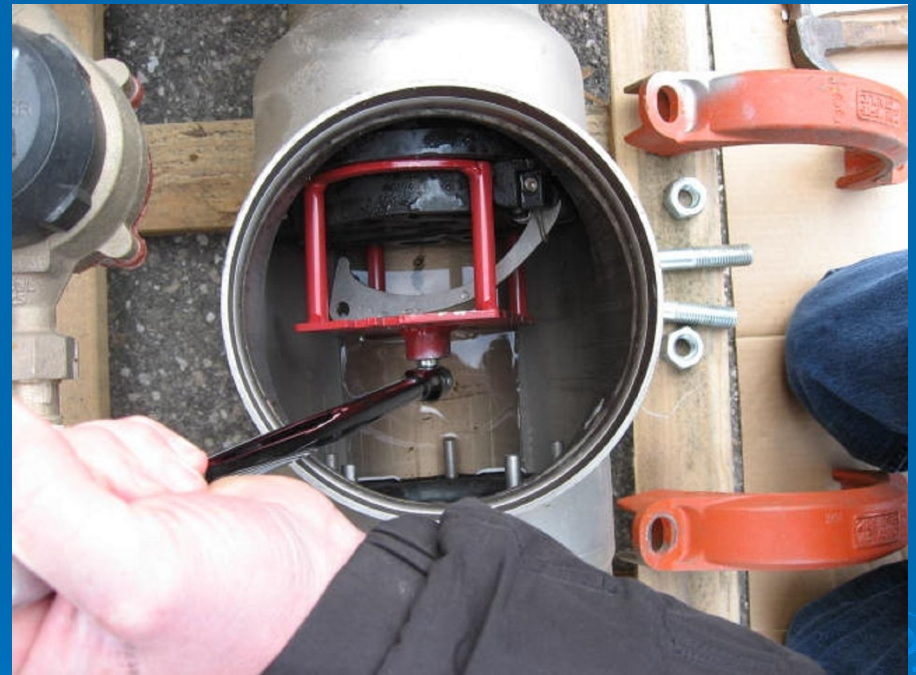
# Check Valve Removal

- 2 1/2-6" Cam Checks.
- 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*

- 2 1/2-6" Cam Checks.
- 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

- 2 1/2-6" Cam Check disc assembly is part of the module and can not be removed.
  - For inspection and cleaning 2 1/2 -4", 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.



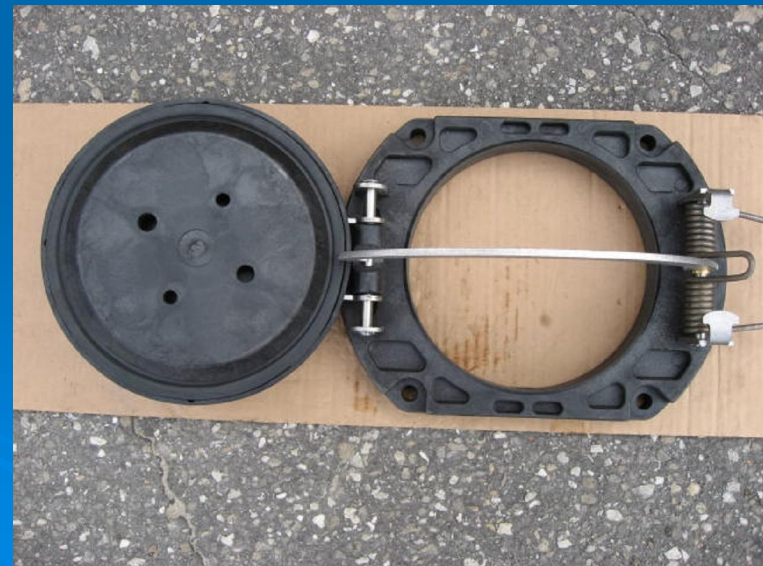
# Check Disc Inspection

- For inspection and cleaning of the 6" size only.
- 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 Disc Inspection

- For inspection and cleaning of the 8-10" size cam checks.
- Using a 3/8" nut driver or a piece of small diameter pipe, place on the end of the torsion spring and move away from and around the retaining bracket.
- This will free the cam arm 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.

