

CLEARING A CHECK VALVE,  
80G VERTICAL



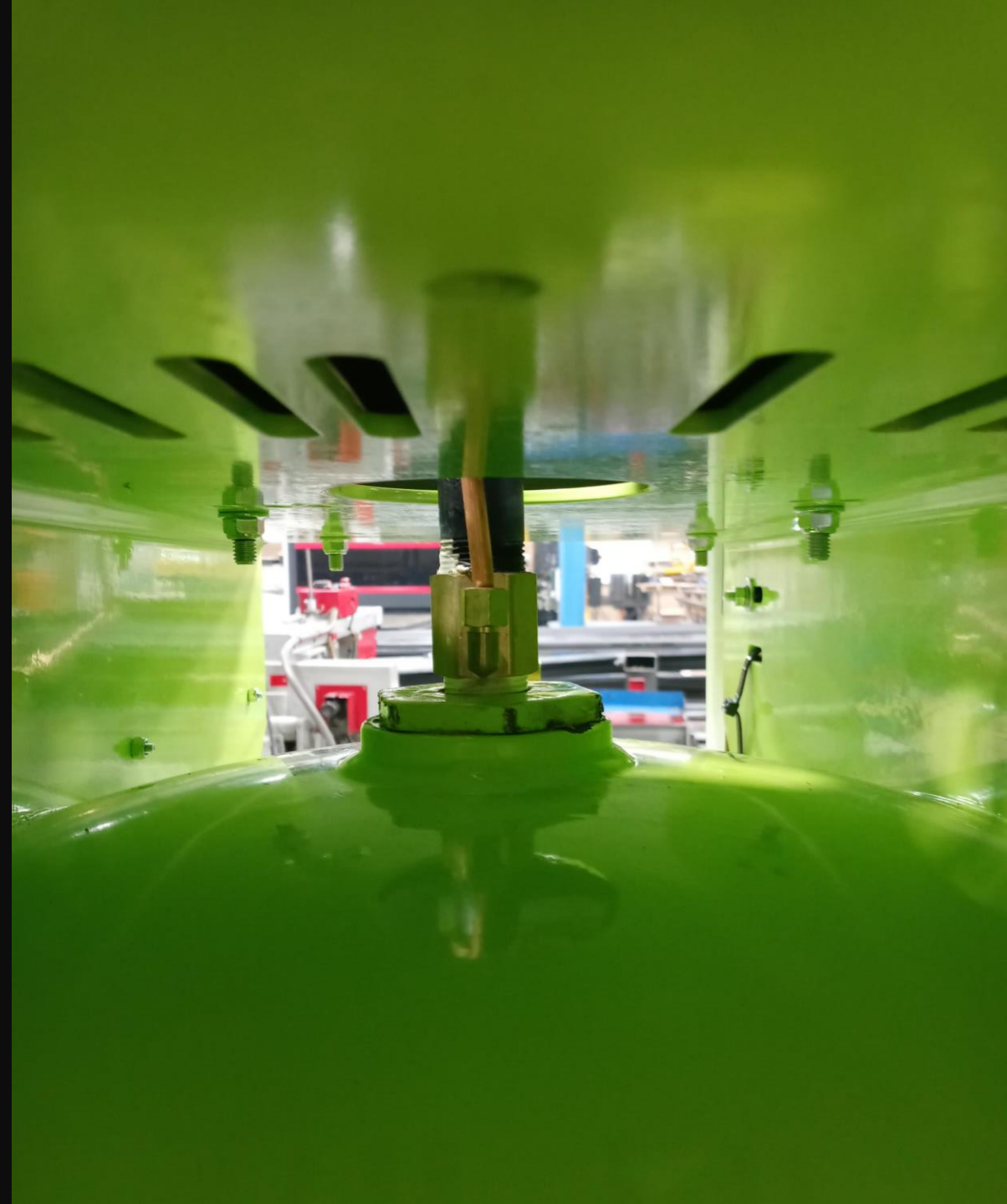
## REMOVE MAIN LINE

- USE A CROWS FOOT STYLE WRENCH/RATCHET TO LOOSEN THE COMPRESSION NUT
- PUSH THE MAIN LINE BACKWARDS TO REMOVE IT FROM THE 90 DEGREE FITTING.

# REMOVE CHECK VALVE FROM TANK

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- LOOSEN THE SMALL ¼" COMPRESSION FITTING FOR THE PRESSURE SWITCH LINE.
  - LIFT THE PRESSURE SWITCH LINE OUT OF THE WAY.
  - USING A LARGE WRENCH TURN THE CHECK VALVE TO LOOSEN THE ENTIRE FITTING FROM THE TANK.
  - THE CHECK VALVE IS THE LARGE BRASS HEX PART.
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# THE CHECK VALVE ASSEMBLY

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- THIS IS WHAT THE REMOVED SET OF FITTINGS SHOULD LOOK LIKE.
  - THE CHECK VALVE ITSELF IS THE LAST ITEM, BOTTOM, IN THE ASSEMBLY
  - YOU MAY BE ABLE TO CLEAR THE VALVE BY LOOKING AROUND THE SMALL HOLES IN THE CHECK VALVE ITSELF.
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# THE CHECK VALVE WINDOWS

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- THESE WINDOWS ARE THE WINDOWS THAT AIR PASSES THROUGH. THIS IS THE FIRST PLACE TO CHECK FOR OBSTRUCTIONS.
  - OBSTRUCTIONS CAN BE WIRE, BRASS, PAPER, GASKET MATERIAL, WOOD CHIPS OR ANY OTHER DEBRI.
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# CHECK VALVE CONT.

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- IF THERE ARE NO BLOCKAGES VIEWABLE FROM THE OUTSIDE YOU MAY HAVE TO REMOVE THE PIPE ASSEMBLY AND LOOK INSIDE.
  - THE WHITE ITEM IS THE ACTUAL SPRING LOADED VALVE AND CAN BE DEPRESSED WITH A SCREW DRIVER TO SEE IF BLOCKAGE WILL FALL OUT.
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# REASSEMBLE

- PUT THE PARTS BACK IN REVERSE ORDER AND ENSURE COMPRESSION FITTINGS ARE SEATED SECURELY BEFORE TIGHTENING DOWN THE COMPRESSION NUT. DO NOT OVERTIGHTEN THE COMPRESSION NUT AS IT CAN BREAK.