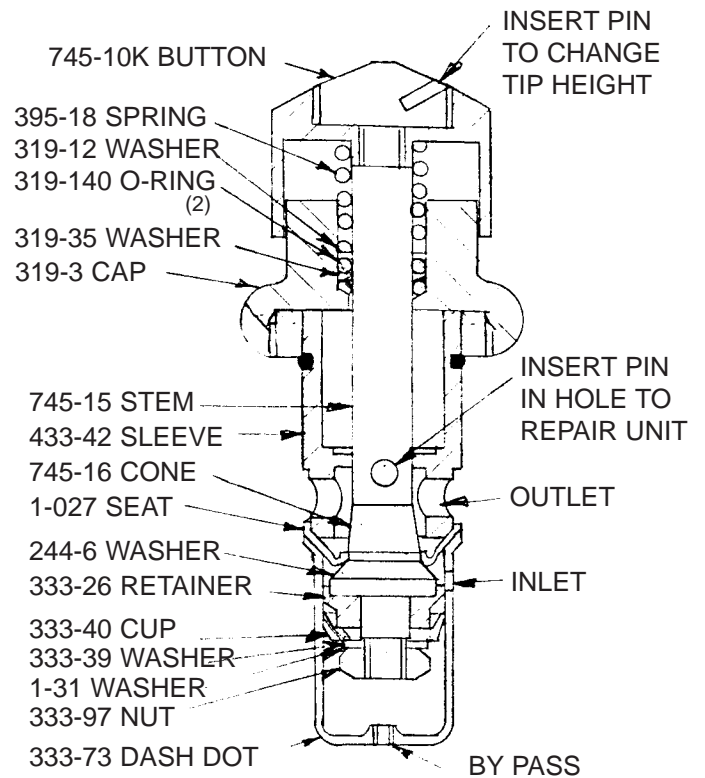


SKETCH FOR SETTING OPERATING CAM



NO. 745-X UNIT

INSTRUCTIONS ON INSTALLATION AND MAINTENANCE OF 745-VO AND 745-CC-VO FITTINGS

- (1) The valve box, units and cam are completely assembled and set at the factory with reference to projection of units beyond the valve box and clearances between the cam and button tip of units.
- (2) It is suggested that where possible, the supplies to the valve box be roughed-in at 24" height from the finished floor so that operation of the cam is done above the knee.
- (3) The button tip of the units (see unit dwg.) is adjustable and to bring the tip further out from the valve box a 3/32" dia. pin is required to turn the threaded tip out. This adjustment can be used where differences in unit travel are desired to change both temperature of mixing and volume flow.
- (4) At time of installation, it is recommended that all pipe lines to fitting be flushed out for foreign matter or pipe compound that will clog the by-pass of the dashpot or imbed itself in the seat to impair operation of the unit.
- (5) For removal and repair of the units, remove the 2 screws which hold the bracket in place. Refer to dwg. of 745-X Unit. The dashpot #333-73 should be inspected and cleaned if necessary. For replacement of worn parts a 1/8" dia. pin should be inserted in the stem hole so that the stem will not turn while removing the 1-18 nut. In the lower part of the unit, the 333-40 cup washer, 244-6 seat washer and 219-3 seat should be inspected and replaced if necessary. If leakage occurs in the upper part of the unit, the 745-16 metering cone should be removed from the stem and the stem pulled out of 333-42 sleeve and the

319-3 cap for inspection of stem, sandwich arrangement consisting of (2) 319-140 'O' rings with 319-35 leather packing between and 395-18 spring. Before the 'O' rings and leather packing are replaced, the stem should be cleaned and lubricated with a light grease. Place the 'O' rings, with leather packing between, back on the stem with a sliding action and lubricate O.D. of rings and leather with light grease. Be sure that all parts are in the same order and relationship as shown on unit drawing when reassembling unit. The pin should again be inserted in stem hole to tighten 333-097 nut in assembly. The 333-40 cup should be lubricated with a light grease before dashpot is put on unit. Tighten cap securely to insure a metal to metal contact between body and unit seat.

- (6) When replacing the cam and bracket, care should be taken to assure as close clearance as possible between the right or cold cam and the unit button tips. This minimum clearance will prevent water from leaking out of the spout in off position and also take advantage of maximum unit travel from the cam. See fitting sketch for this relationship. This can be accomplished in the following steps:
- (a) loosen top nut so that cam is held loosely on the bracket.
 - (b) swing right or cold cam to set stop lug against bracket. This is the off position of the cam.
 - (c) with wrenches on both the upper nut and lower bolt bring cam forward exerting pressure on bottom cam surface until cam is brought into proper position for clearance and operation of the units.
 - (d) tighten lower nut.
 - (e) tighten plastic adjustable screw in bracket so that cam is centered with units.

THE CHICAGO FAUCET COMPANY

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