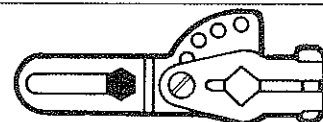


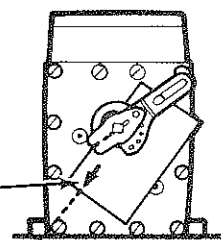
1 MOUNT BALL JOINT AT INNER END OF MOTOR CRANK ARM SLOT.



2 WITH MOTOR IN CLOSED POSITION, USE THE ADJUSTMENT GUIDE TO ALIGN AND MOUNT THE MOTOR CRANK ARM. POINT ARROW (ON BOTTOM OF CARD) DIRECTLY AT DAMPER SHAFT. ALIGN CRANK ARM AT CORRECT ANGLE FOR STROKE AND END OF MOTOR.

CRANK ARM
ADJUSTABLE IN
22-1/2 DEGREE
INCREMENTS

POINT ARROW AT
DAMPER SHAFT

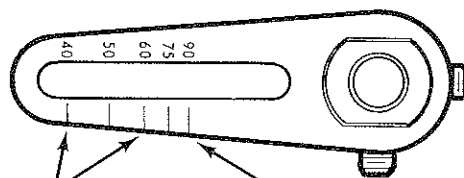


DAMPER ARM



3 RUN MOTOR TO DESIRED POSITION FOR CLOSED DAMPER (FULLY OPEN OR FULLY CLOSED). MARK ON END OF MOTOR, DIRECTION OF ROTATION REQUIRED TO OPEN DAMPER.

4 MOUNT BALL JOINT ON DAMPER CRANK ARM (NUMBERS INDICATE DEGREES OF DAMPER OPENING).



FASTEN BALL JOINT
BETWEEN 40 DEGREE
AND 60 DEGREE MARKS
FOR MODULATING
OPERATION.

FASTEN BALL JOINT
AT 90 DEGREE MARK
FOR TWO-POSITION
DAMPER OPERATION.

USE THIS SIDE OF CARD TO ADJUST
MOTOR CRANK ARM

Honeywell DAMPER ADJUSTMENT GUIDE

EXAMPLE:

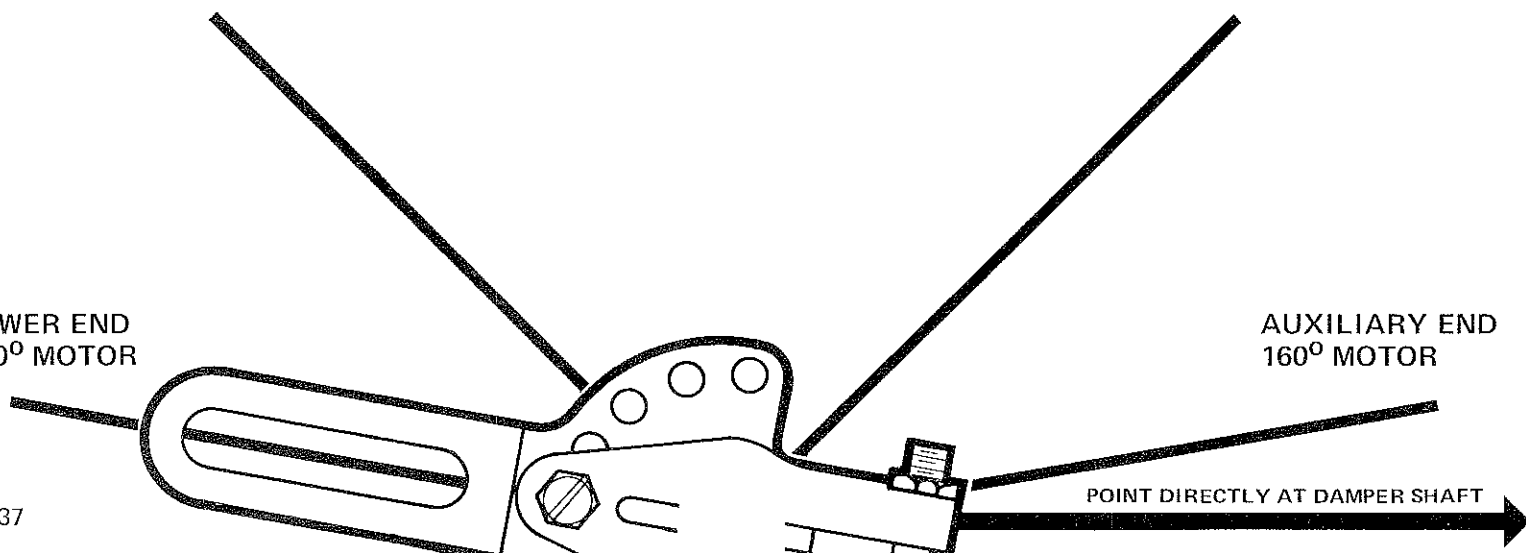
POWER END
90° MOTOR

SET ON POWER END
OF 160° STROKE MOTOR

AUXILIARY END
90° MOTOR

POWER END
160° MOTOR

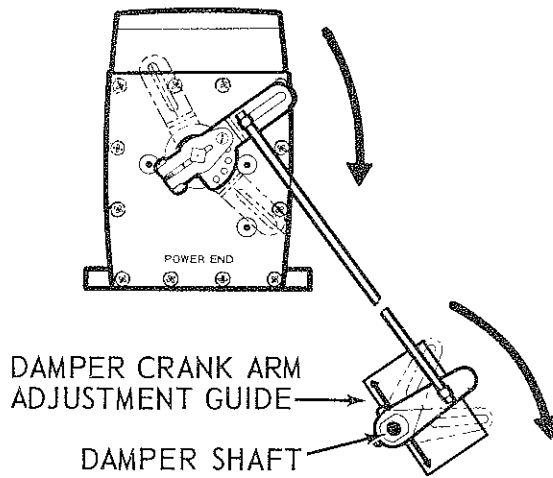
AUXILIARY END
160° MOTOR



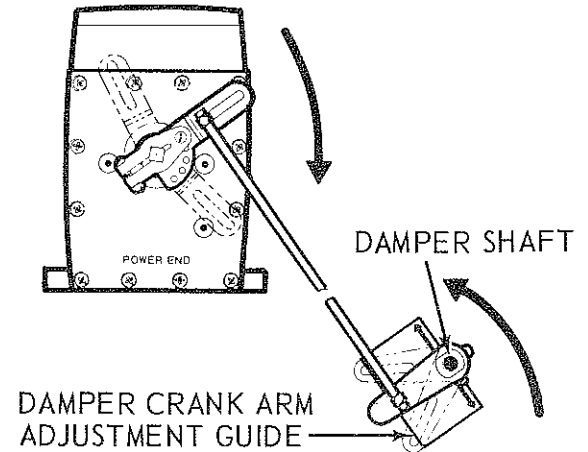
POINT DIRECTLY AT DAMPER SHAFT

5 MARK ON SIDE OF DUCT, DIRECTION DAMPER MUST ROTATE TO OPEN (CW OR CCW).

6 WITH DAMPER CLOSED, USE ADJUSTMENT GUIDE (SEE BELOW) TO ALIGN THE DAMPER CRANK ARM SO THAT THE MOTOR WILL PUSH OR PULL THE DAMPER ARM IN THE CORRECT DIRECTION (STEP 3). ALIGN CENTERLINE OF DAMPER CRANK ARM WITH ANGLE ON ADJUSTMENT GUIDE FOR DESIRED AMOUNT OF DAMPER OPENING.



SHAFTS ROTATE SAME DIRECTION—
CRANK ARMS POINT SAME WAY.



SHAFTS ROTATE OPPOSITE DIRECTION—
CRANK ARMS POINT OPPOSITE WAY.

7 WITH MOTOR IN DESIRED POSITION FOR CLOSED DAMPER, INSTALL THE PUSH ROD (BALL JOINTS ONLY THUMB TIGHT).

8 CHECK INSTALLATION BY RUNNING MOTOR THROUGH FULL STROKE, TIGHTEN BALL JOINTS.

USE THIS SIDE OF CARD TO ADJUST DAMPER CRANK ARM

