

Vibrokeyer Adjustments

ADJUSTMENT #1: *Numbers refer to exploded drawing

Lower Trunion Screws: Before making this adjustment **the set screw (part #29) on lower portion of mainframe must be loosened.** Under the base you will find the lower trunion screws (part #30). Turn this screw until the lever moves freely but not any up and down movement.

Upper Trunion Screws: STANDARD MODEL ONLY

On top of the mainframe, loosen the screw and nut (part #30a and 19). Turn the screw until the lever moves freely but minimal up and down movement. This adjustment is done in accordance with the adjustment above for precise positioning of the lever. Once lever moves correctly, tighten the top nut (part #19) and the lock screw (part #29).

ADJUSTMENT #2:

Contact Post Assemblies: These assemblies (part Number #C) are built together special at the factory. The nut and screw are put through the contact post and then the contact point in pressed into place. You can turn them to adjust your spacing.

ADJUSTMENT #3:

Contact Slide Assemblies: By loosening the contact slide screw (#46), you have the ability to move the contact slide up or down according to where you need it to line up with the Contact post contact.

ADJUSTMENT #4:

Dash Contact Slide: By loosening the dash contact screw (#4), you have the ability to move the contact slide up or down according to where you need it to line up with the Contact post contact.

The spring (#8) increases or decreases the return of the yoke after making dashes. This is determined by the operator.

ADJUSTMENT #5:

Spring Tension: By loosening or tightening the mainframe screw (#25), you have the ability to increase or decrease the tension of the spring. It depends on the operator, either wanting a smooth or snappy return on the levers.

Listed above are basic adjustments for the Vibrokeyer. Adjustment #1, Lower trunion screws, are the most common adjustment to make. **Remember to re-tighten the set screws at the base of your mainframe** once your key feels right to you, this will hold your settings tight. After the comfort adjustments are made, then other adjustments can be made. These are required adjustments, assuring that the contact points line up.

By making small adjustments, one at a time, between these variables, optimum paddle spacing and feel can be obtained.