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VISI-VAC

APPENDIX A

INITIAL ADJUSTMENTS AFTER MOUNTING SWITCH AND MECHANISM

(NOTE: ALL ADJUSTMENTS ARE MADE BY OPERATING THE MECHANISM "MANUALLY")

I. Operate Mechanism until Output Shaft Arm, of Operator, is approximately 15° BTCD ("Before-Top-Dead-Center"). FIGURE 1

II. Adjust Turnbuckle (CW or CCW) until Charging Cam is just high enough for Closing Catch to latch. FIGURE 6

III. Operate mechanism until Output Shaft Arm, of Operator, is at "Top-Dead-Center". FIGURE 1

IV. Look on the right side of the Mechanism. The back edge of the Trip Cam Weldment shold be flush with the notch in the Mechanism Housing. FIGURE 2
If not flush, adjust Mechanism Output Shaft Stop Bolt (either "Up" or "Down") until the Trip Cam Weldment is flush with the notch. FIGURE 2

Notes: 1) Adjusting the Mechanism Output Shaft Stop Bolt "Up" moves the Trip Cam Weldment toward the "Back" of the Mechanism Housing and "Down" moves it toward the "Front" of the housing.

2) During "Trip Cam Weldment adjustment, if the Switch Shaft Stop is against the Switch Shaft Stop Bolt, adjust the Stop Bolt "In" until the Shaft Stop is not against it. (Approximately .06 clearance) FIGURE 5

V. Operate Mechanism until Switch closes. Output Shaft Arm of Operator should be approximately 15° BBDC ("Before-Bottom-Dead-Center"). FIGURE 1

VI. Reference 15° adjustments:
- Lengthen Turnbuckle - Closing Catch latches sooner and Switch closes later.
- Shorten Turnbuckle - Closing Catch latches later and Switch closes sooner.

Ideal adjustment is when the Closing Catch latches at about the same angle "BTDC" as the Switch closes "BBDC".

Note: Any adjustment of the Turnbuckle will require readjustment of the Trip Cam Weldment - reference adjustment No. IV.

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SWITCHES AND MECHANISMS ADJUSTMENT

CAUTION: A) Do not operate Mechanism unless Main Pullrod is connected to the Switch. Operation of the Mechanism with Pullrod not connected to the Switch could damage Mechanism parts and affect factory adjustments.
B) Stiffener Brace between the Mechanism and Switch MUST be installed prior to Mechanism operation. FIGURE 2 & 3

I. Switches and Mechanisms are adjusted and preset at the factory.

* II. After mounting the Switch and Mechanism, only one adjustment should be required. This is the adjustment of the Main Pullrod between the Switch and Mechanism.

* III.
1. The as-received condition of the Mechanism (both springs collapsed) relates to a fully open Switch.
2. Switches are shipped in the closed position.
3. Manually open the Switch until the Switch Shaft Stop hits the Switch Shaft Stop Bolt. FIGURE 5
4. Connect Main Pullrod, between the Switch and Mechanism. FIGURE 2 & 3

* IV. Main Pullrod Adjustment:
1. Using Manual Charging Handle, operate Mechanism until Switch just closes and "over toggles". FIGURE 7
NOTE: Main Pullrod adjusted too short can prevent "over toggle".
2. Remove Handle from Operator.
3. Disconnect Main Pullrod from Switch Arm by removing cotter key and Clevis Pin. DO NOT disconnect by removing bolts. FIGURE 3
NOTE: If Switch has not "over toggled", reference FIGURE 7, "over toggle" by hand.
4. Adjust Main Pullrod until hole in Pullrod lines-up with hole in Switch Arm. Reconnect using Clevis Pin and cotter key. (Note: Clevis Pin should be loose).

V. Operate the Switch several times using the Manual Charging Handle. If the Switch and Mechanism do not appear to be operating properly, refer to APPENDIX A & B for factory adjustments.

* OEM units only

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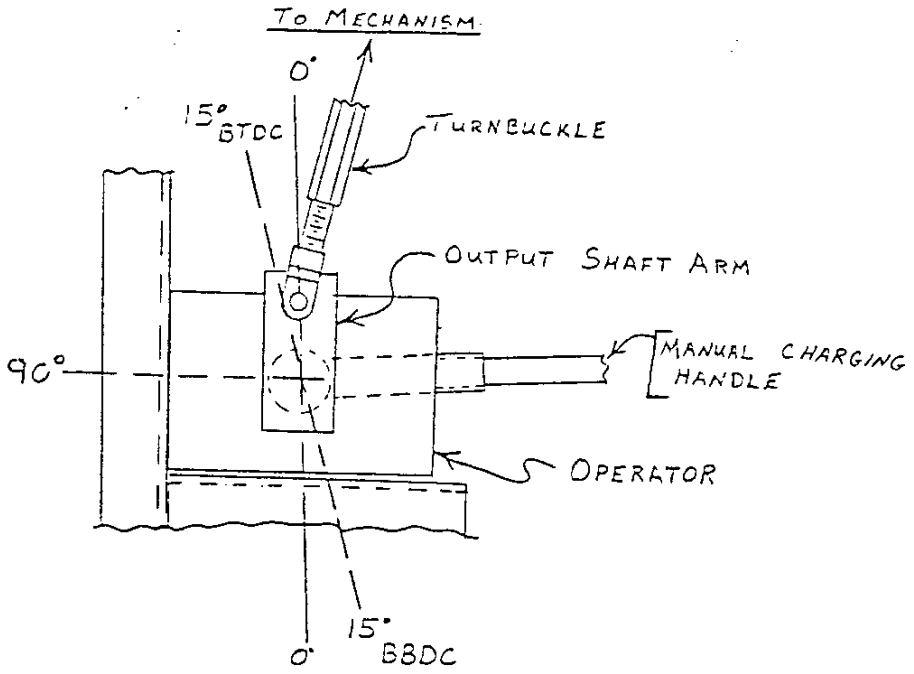
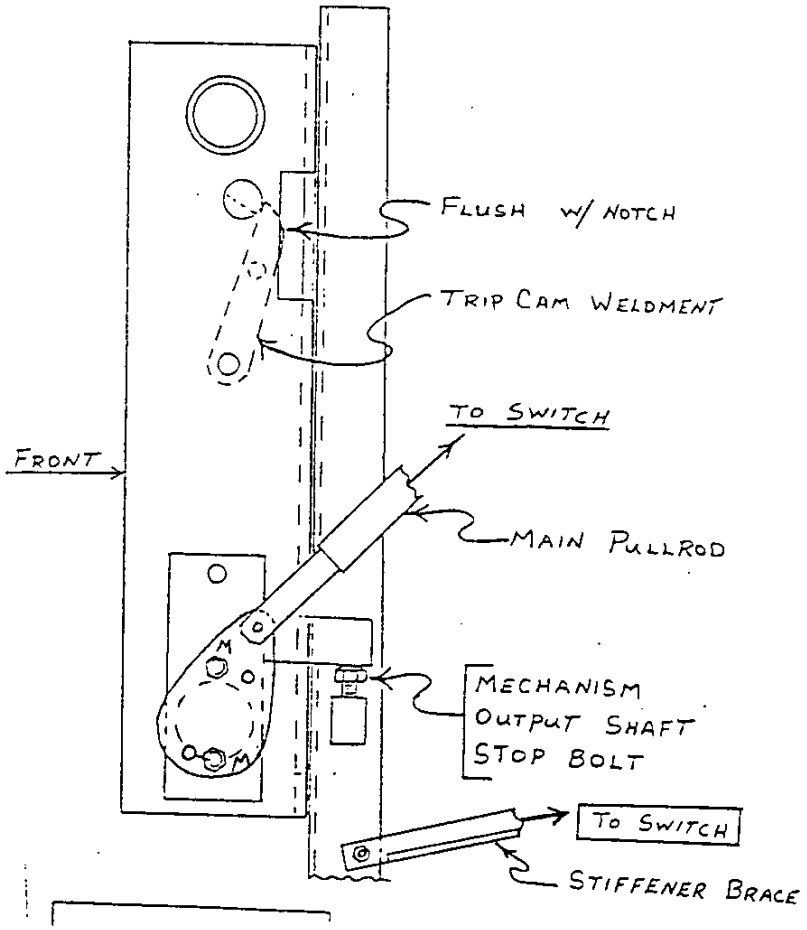


FIGURE 1

MECHANISM RIGHT SIDE



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APPENDIX B

ADJUSTING SWITCH TO MECHANISM

(NOTE: ALL ADJUSTMENTS ARE MADE BY OPERATING THE MECHANISM "MANUALLY")

CAUTION: TO PREVENT POSSIBLE INJURY DO NOT DEVIATE FROM SEQUENCE ORDER.

I. Be sure NO power can be supplied to the Mechanism Trip Coil.

II. Remove Tension Spring from Trip Arm and position Trip Arm so it cannot engage with the notch in the Main Shaft Arm or bind during Mechanism Operation. FIGURE 4

III. Operate Mechanism until Switch Just closes and "over toggles". FIGURE 7

IV. Remove Manual Charging Handle from Operator.

V. Disconnect all three Pole Assy. Pushrods from Switch Shaft Ears by removing cotter keys and Clevis Pins. FIGURE 5

VI. Disconnect Main Pullrod (between Mechanism and Switch) from Switch Arm by removing cotter key and Clevis Pin. DO NOT disconnect by removing bolts. FIGURE 3

VII. Adjust one Pole Assy. Pushrod until approximately three (3) threads extend (throught the Pullrod Pivot. FIGURE 5

VIII. Rotate Switch Shaft and reconnect, previously adjusted, Pole Assy. Pushrod to Shaft Ear using Clevis Pin and cotter key.

IX. Adjust Main Pullrod until hole in Pullrod line-up with hole in Switch Arm. Reconnect using Clevis Pin and cotter key. (NOTE: Clevis Pin should be loose).

X. Adjust the two remaining Pole Assy. Pushrods until holes in Pushrods line-up with holes in Switch Shaft Ears.

XI. Reconnect Pushrods to Shaft Ears using Clevis Pins and cotter keys (NOTE: Clevis Pins should be loose).

XII. Place Trip Arm back in its' original position and replace Tension Spring. FIGURE 4

XIII. Replace Handle and operate Mechanism through complete cycle.

XIV. With Switch "Open" set distance between Switch Shaft Stop and Switch Shaft Stop Bolt to approximately .06 inch. FIGURE 5

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SWITCH LEFT SIDE

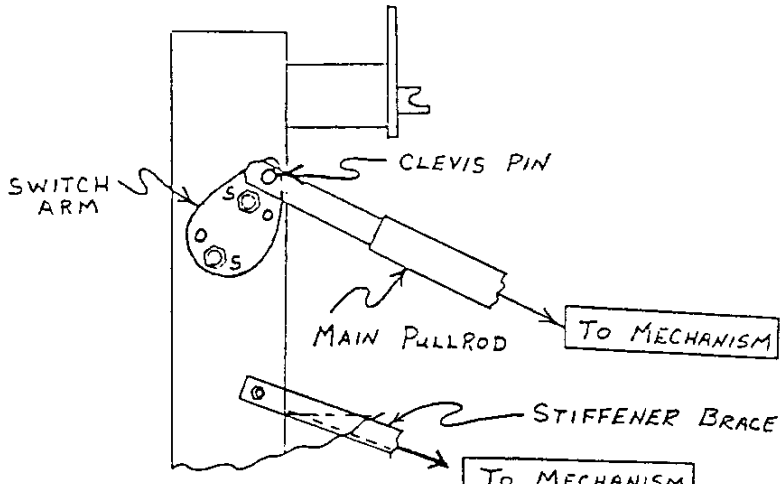

FIGURE 3

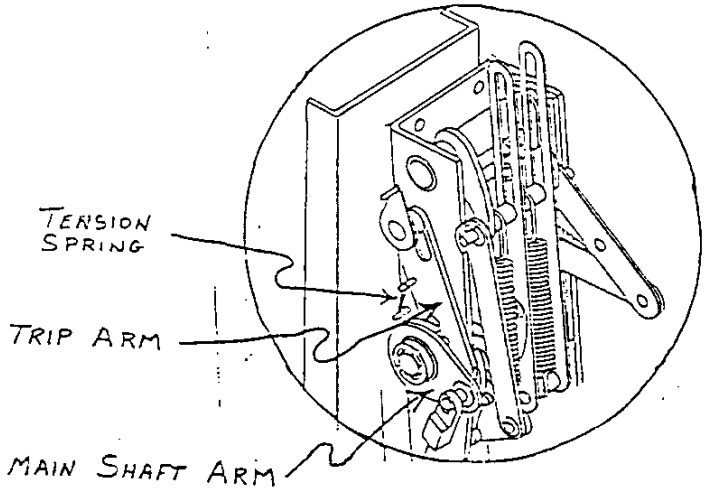

FIGURE 4

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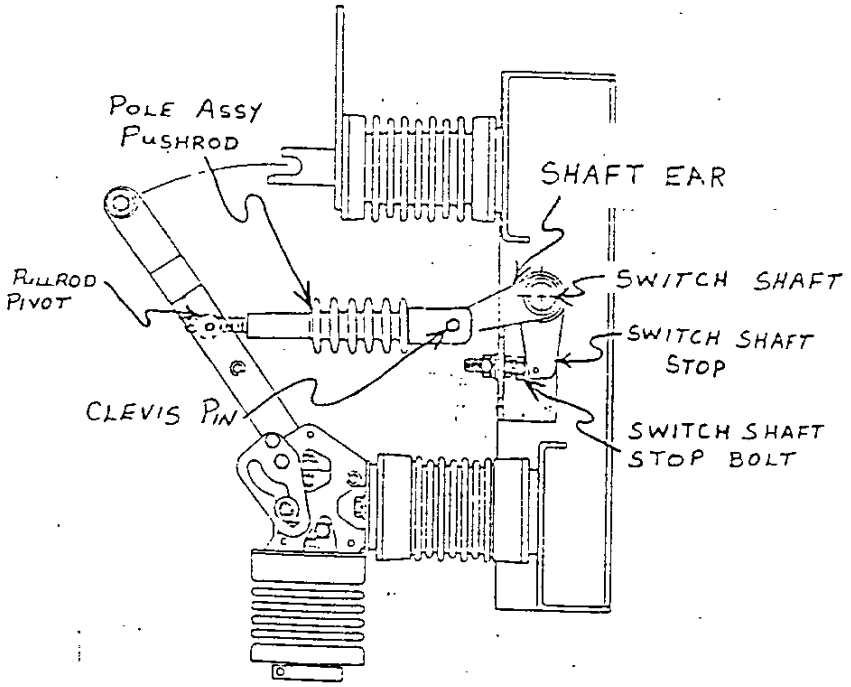

FIGURE 5

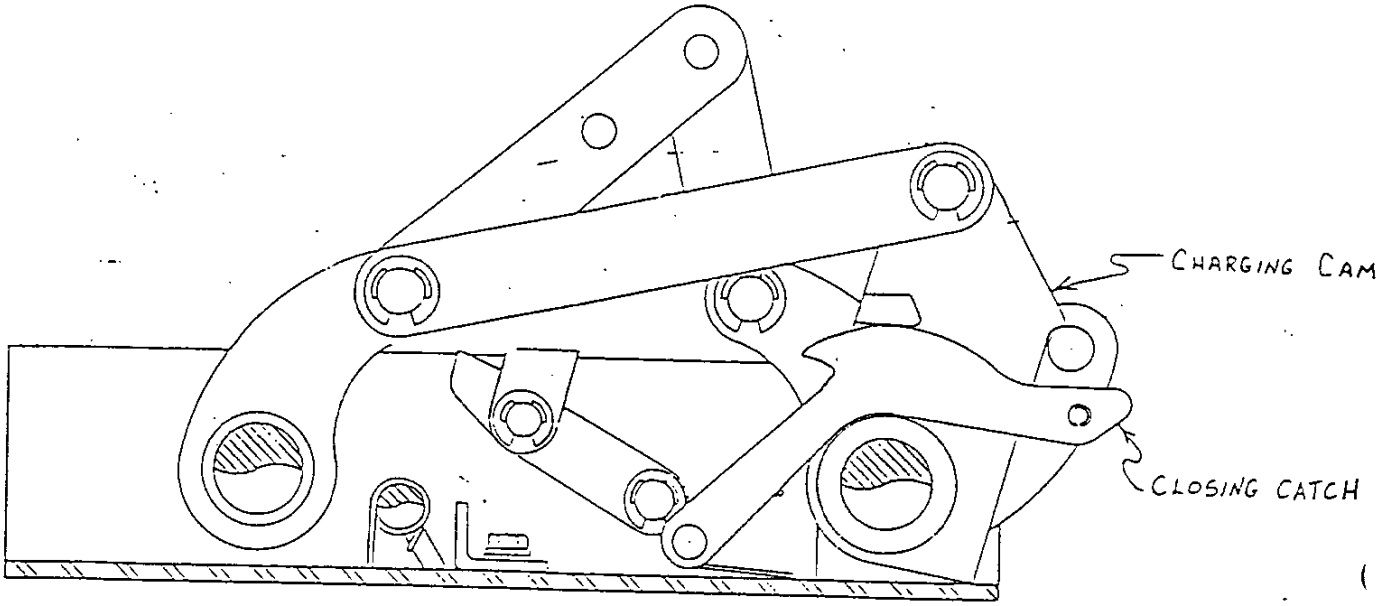

FIGURE 6

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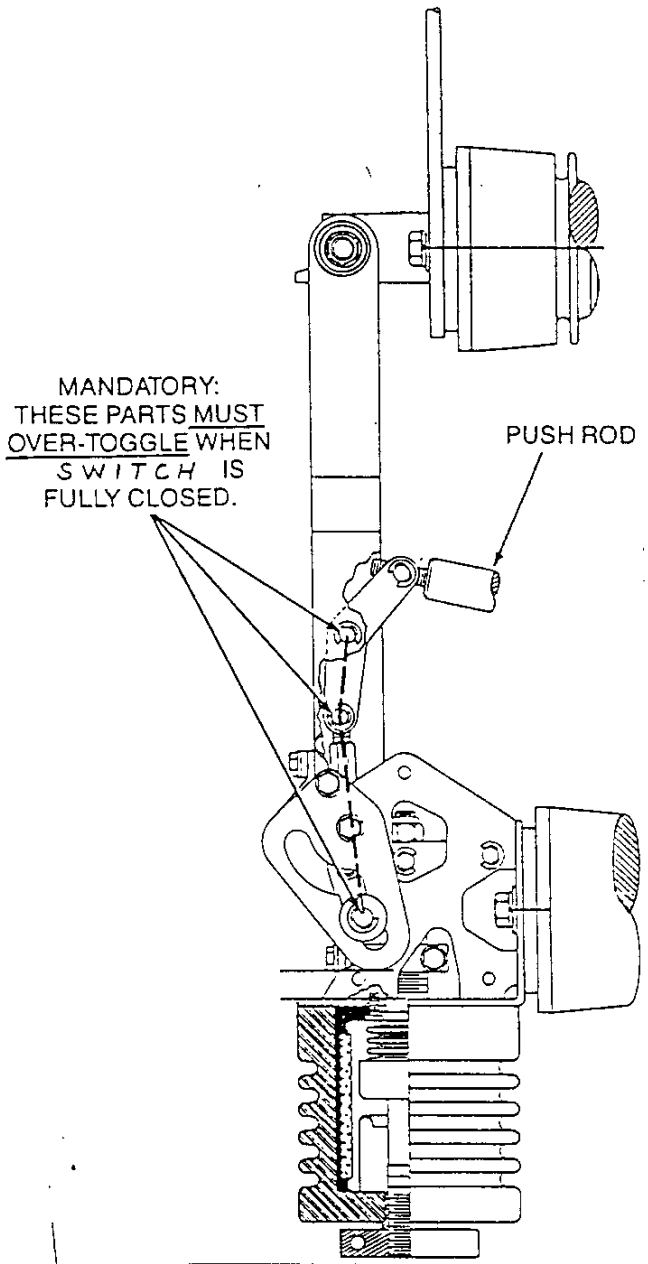

FIGURE 7