

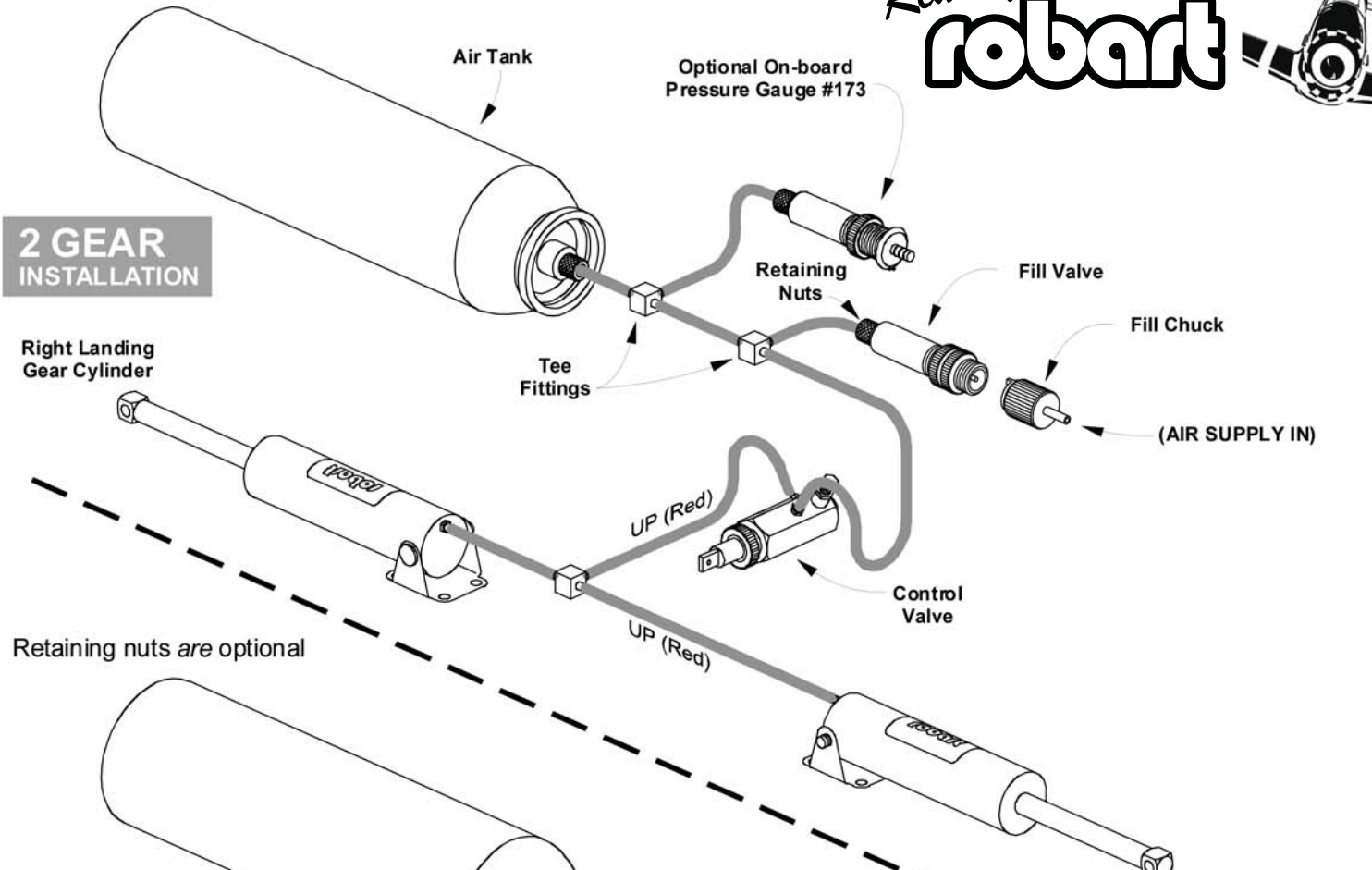
robart VR AIR CONTROL KIT INSTALLATION INSTRUCTIONS

SPRING DOWN

Reach for
robart

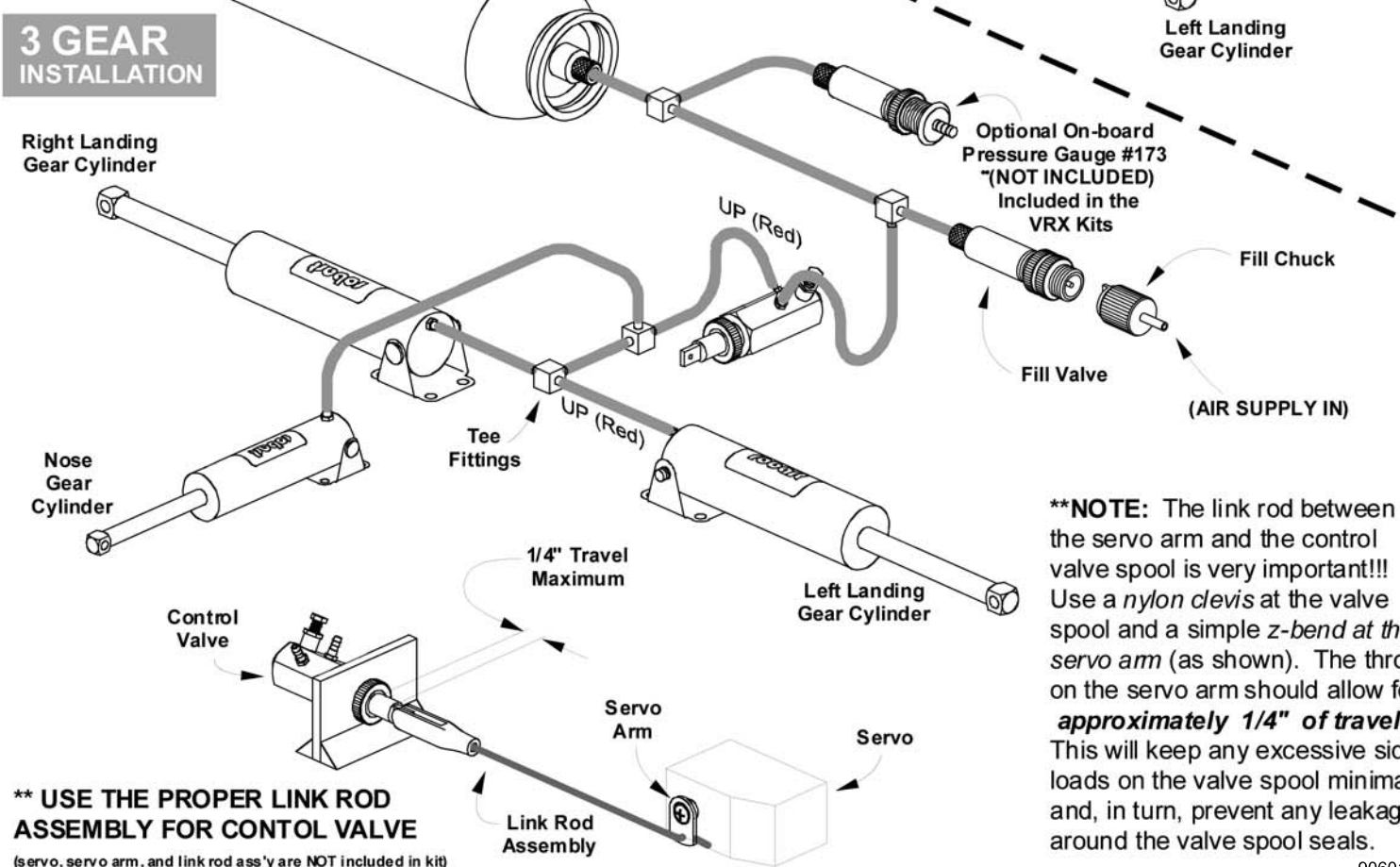


2 GEAR INSTALLATION



Retaining nuts are optional

3 GEAR INSTALLATION



**** USE THE PROPER LINK ROD ASSEMBLY FOR CONTROL VALVE**

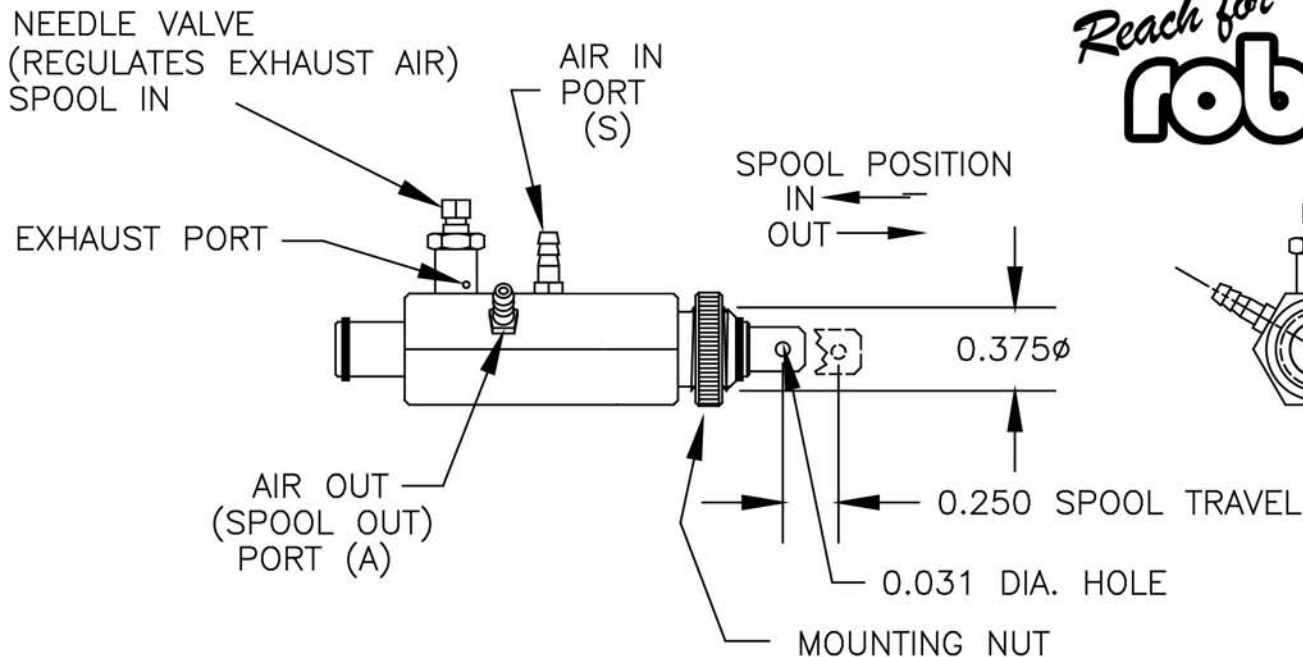
(servo, servo arm, and link rod ass'y are NOT included in kit)

****NOTE:** The link rod between the servo arm and the control valve spool is very important!!! Use a *nylon clevis* at the valve spool and a simple *z-bend* at the servo arm (as shown). The throw on the servo arm should allow for **approximately 1/4" of travel**. This will keep any excessive side loads on the valve spool minimal and, in turn, prevent any leakage around the valve spool seals.

READ THIS BEFORE PROCEEDING!

SETTING UP YOUR SPRING DOWN SPEED CONTROL VALVE

THE VALVE HAS A BULKHEAD STYLE MOUNT THRU. A 3/8" DIA. HOLE
MAX BULKHEAD THICKNESS IS 1/8"



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THE NEEDLE VALVE REGULATES HOW FAST THE RETRACTS MOVE.

BEFORE OPERATING YOUR VALVE LOOSEN THE LOCKING NUT ON THE NEEDLE.

THE NEEDLE ON YOUR VALVE MAY OR MAY NOT BE SCREWED IN ALL THE WAY.

CHECK THE POSITION OF THE NEEDLE BY TURNING IT IN A CLOCKWISE DIRECTION WITH YOUR FINGERS. **(DO NOT TIGHTEN)**

THAT WILL CLOSE OFF BOTH OF THE EXHAUST PORT ON THE VALVE.

NOW UNSCREW THE NEEDLE ONE FULL TURN.

THE NEEDLE REGULATES HOW FAST THE GEAR COMES DOWN.

YOU SCREW IN THE NEEDLE TO SLOW THE GEAR DOWN, AND SCREW OUT THE NEEDLE TO SPEED THE GEAR UP. SCREW THE NEEDLE IN OR OUT 1/8 TO 1/4 OF A TURN AT A TIME THEN CYCLE THE GEAR. YOU MAY HAVE TO DO THIS SEVERAL TIMES TIL YOU GET THE PROPER SPEED DESIRED FOR YOUR RETRACTS. FOR THE FASTEST OPERATION THE NEEDLE MAY BE REMOVED.

AFTER SETTING THE SPEED OF YOUR GEAR LOCK THE NEEDLE IN PLACE BY HOLDING THE NEEDLE AND TIGHTENING THE JAM NUTS. **(CAUTION DO NOT OVERTIGHTEN THE JAM NUT, THIS WILL RUIN THE VALVE AND YOU WILL HAVE TO SEND IT IN TO BE REPAIRED)**