

FIXING AND SETTING INSTRUCTIONS

BAYLISS
AUTOVENTS
MK 7
SUPER

Dear Customer,

It can be a temptation to disregard instructions, but we urge you to spend a few moments reading these to make fitting your autovent much easier. If you are pleased with your Bayliss Autovent, please tell others. If not, please tell us.

BAYLISS PRECISION COMPONENTS LTD

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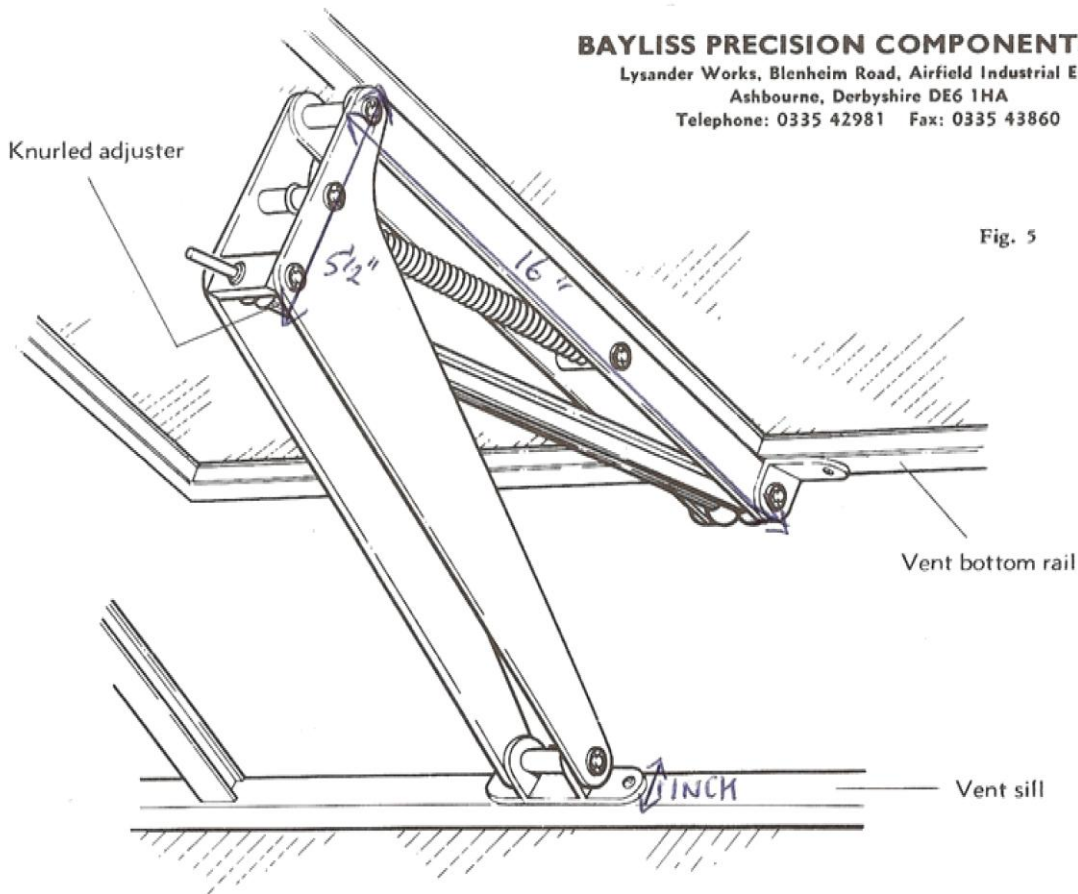


Fig. 5

Preparing the unit for fitting

After carefully removing the Autovent from the box put it in a cool place ($16^{\circ}\text{C}/60^{\circ}\text{F}$) for half an hour. A refrigerator or cool room is ideal. This will allow the wax in the finned tube, which powers the Autovent, time to contract as it cools. During the period between the time the Autovent was made and packed and when you are ready to fit it to your vent, it may have become warm. The wax will have expanded and pushed the threaded piston rod out of the tube.

When the Autovent has cooled for half an hour place the threaded end of the piston against a hard surface and firmly push it back into the tube until you feel a springy resistance. Now open the arms and enter the threaded end of the piston rod into the knurled adjusting nut. Make sure that the knurled part of the adjuster is on the inside of the square block, i.e. between the square block and the brass gland on the power tube (See fig. 5). Screw the knurled adjuster on to the piston about six turns. Now close the arms until a springy resistance to movement is felt. The Autovent is now ready to fit to the vent.

Fitting

Because the design of greenhouses and conservatories vary considerably, it is impossible to illustrate every type of fixing. We have shown opposite several different methods and you should choose the one you think most suitable. Remember, the Autovent should be fixed as near as possible to the middle of the vent so that it does not tend to twist. When the Mk 7 Super Autovent is cool and the adjuster screwed down so that the arms are closed, offer the unit up under the vent. **The top straight links should be parallel to the glass.** Mark the vent bottom rail and sill bar through the holes in the fixing brackets and drill for the fixing screws. On aluminium framed vents it is easier and safer to remove the bottom rail and sill bar and drill the holes on a workbench.

Setting

It is best to carry out setting when the Autovent has been at a steady temperature of about $16^{\circ}\text{C}/60^{\circ}\text{F}$ for at least half an hour.

Open the vent by hand about $150\text{mm}/6''$ and turn the knurled adjuster until the Autovent holds the vent about $3\text{mm}/\frac{1}{4}''$ open when you lower it slowly and take your hand away. You may have to repeat this process several times until the setting is just right. Always support the weight of the vent when carrying out adjustment as this makes it easier to turn the adjuster.

The Mk 7 Super Autovent is designed with the power tube close to the vent glass in such a way that it will not open in cold weather. It is normally fitted with a strong spring to hold it steady, but in high winds other vents and doors should be kept closed.

At full stretch on a very hot day the Mk 7 Super Autovent will give a maximum opening of about 35cm . It should not be harmed by low temperatures and can be left on the vent throughout the year.

The vent stay should either be removed or fastened in such a way that it cannot stop the Autovent from working.

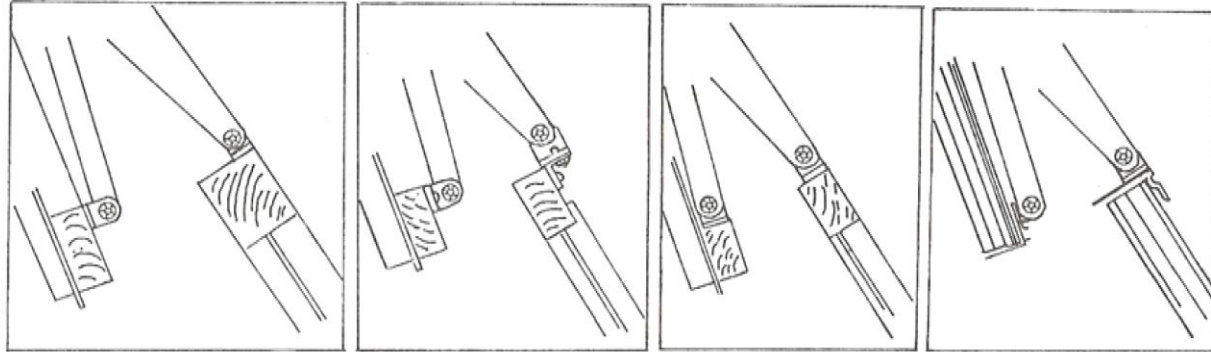


Fig. 1

Wood frame with deep sill bar and overlapping vent bottom rail. Secure bottom rail bracket to underside of bottom rail. Secure sill bracket to the face of the sill.

Fig. 2

Wood frame with overlapping vent bottom rail and shallow sill. The use of an angle bracket is necessary. Position as shown secured to underside of the sill. Bracket is an optional extra and available on request.

Fig. 3

Wood frame with shallow vent bottom rail flush with vent sill. Both brackets may be fitted to the faces of the bottom rail of the sill.

Fig. 4

Aluminium frame. There are many varying designs. A common example is shown.