



COMPRESSION KNOB CLOCKING

Tools Needed:
3mm hex wrench
1.5mm hex wrench

1) If you find that you need to re-clock the damper knob as it has been knocked out of alignment, and no longer closing properly, you will want to start by removing the compression knob. Use a 3mm hex wrench to unthread the blue screw from the center of the cap assembly. Be careful not to lose the detent balls as you loosen the screw and lift the compression knob off the cap assembly. With the cap removed, remove the two detent balls and spring from the indexer then set in a safe place so not to lose them. Also check the small o-ring in the center of the compression knob for any damage and replace if necessary.

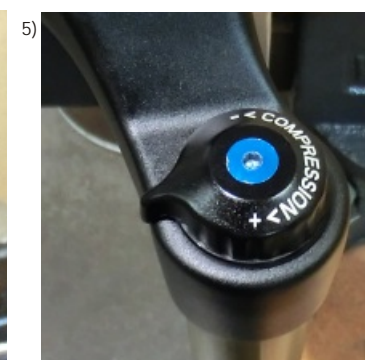
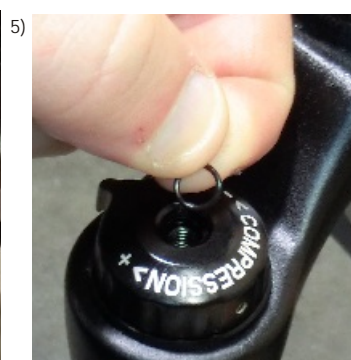
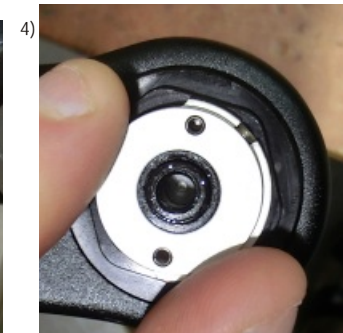
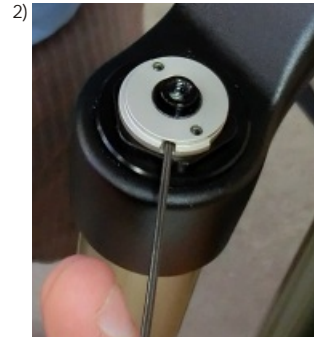
2) Use a 1.5mm hex wrench and loosen the set screw on both side of the indexer until they are flush with the O.D. of the cap. Then lift the indexer off the cap assembly and set aside.

3) Next take the compression cap (with the small o-ring removed) and set it on cap assembly so the lever side is at the 3 o'clock position. Then take the small blue screw and lightly tighten the compression knob in place. Turn the compression knob clockwise so you are closing the compression valve, until you feel the valve stop in the closed position. Now that the valve is closed, remove the blue screw and the compression knob and set aside.

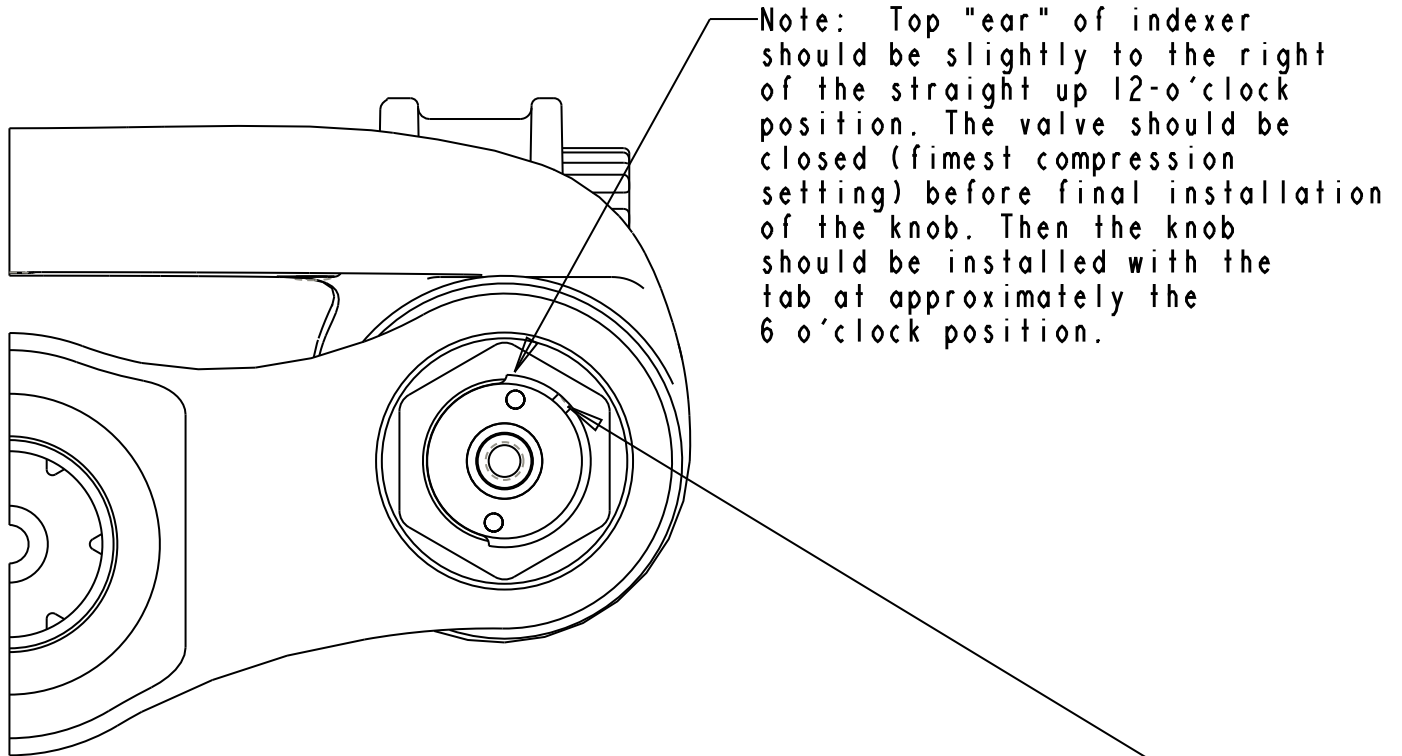
4) Take the indexer and set it on the cap assembly so the raised portion is facing the outside of the crown. Then place the "ear", nearest to the front of the crown, just slightly past the 12 o'clock position. See the crown diagram for an example. With the indexer in the correct position, hold the indexer firmly with your thumb and tighten down the two set screws until they are snug but not tight. If you tighten down the set screws too much it will make adjusting the compression difficult.

5) With the indexer set properly, reinstall the small springs and detent balls into the holes on the top of the indexer. Then take the compression knob and gently set it on to the cap assembly with the lever at the 6 o'clock position, making sure not to drop or loose the detent balls. Now that the cap is in place reinstall the small o-ring in the compression cap and install the small blue screw. You will want to tighten the blue screw down until you feel it touch the o-ring then bring it snug, making sure not to strip the screw or the hex.

6) Finally open and close the compression knob to be sure the knob and valve working properly.



Crown Diagram



There are two horizontal set screws that hold the indexer in place. The screws are approximately at the 2 o'clock and 8 o'clock positions when the indexer is correctly clocked. These are tightened and loosened with a 1-1/2mm allen wrench. The set screws should never be tightened past "snug" or the compression knob may not turn freely when installed. It is best to tighten the screws by holding the short end of a standard 1-1/2 allen key and inserting the long end into the screw; this helps prevent over-tightening.