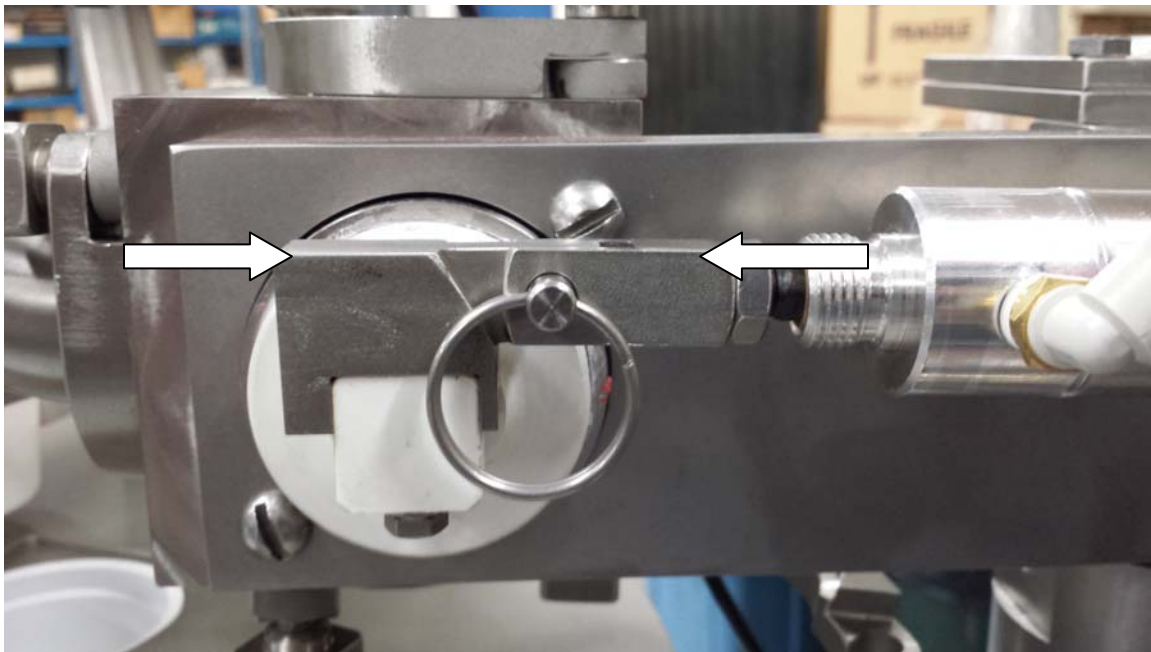
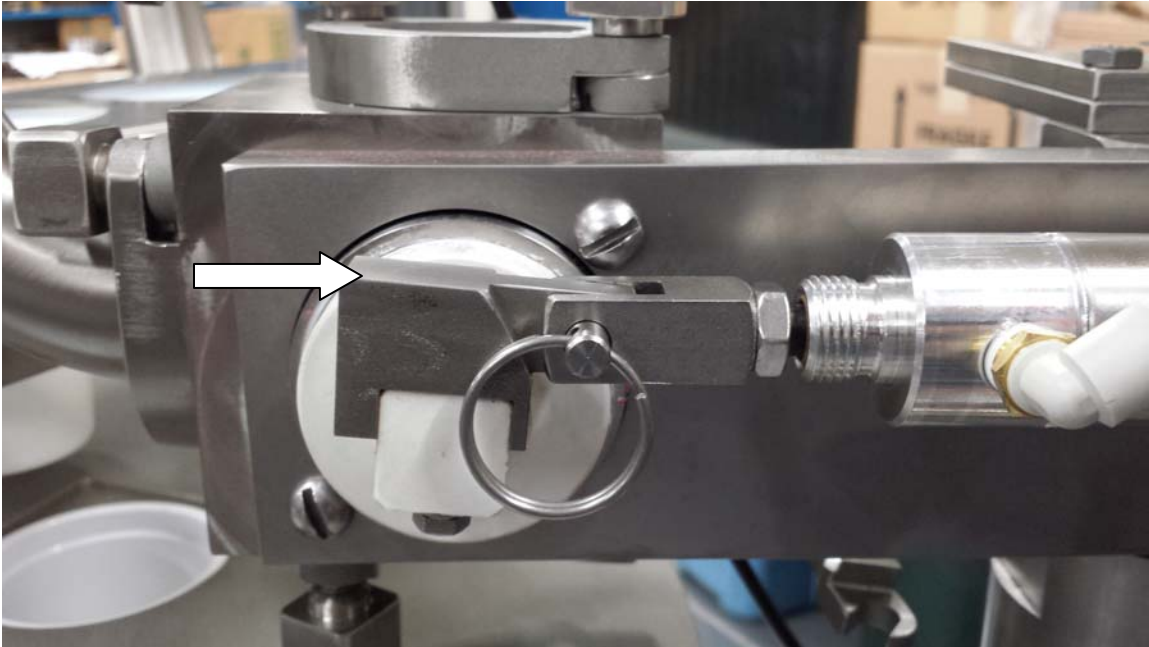


Rotary Valve Positioning and Adjustment.

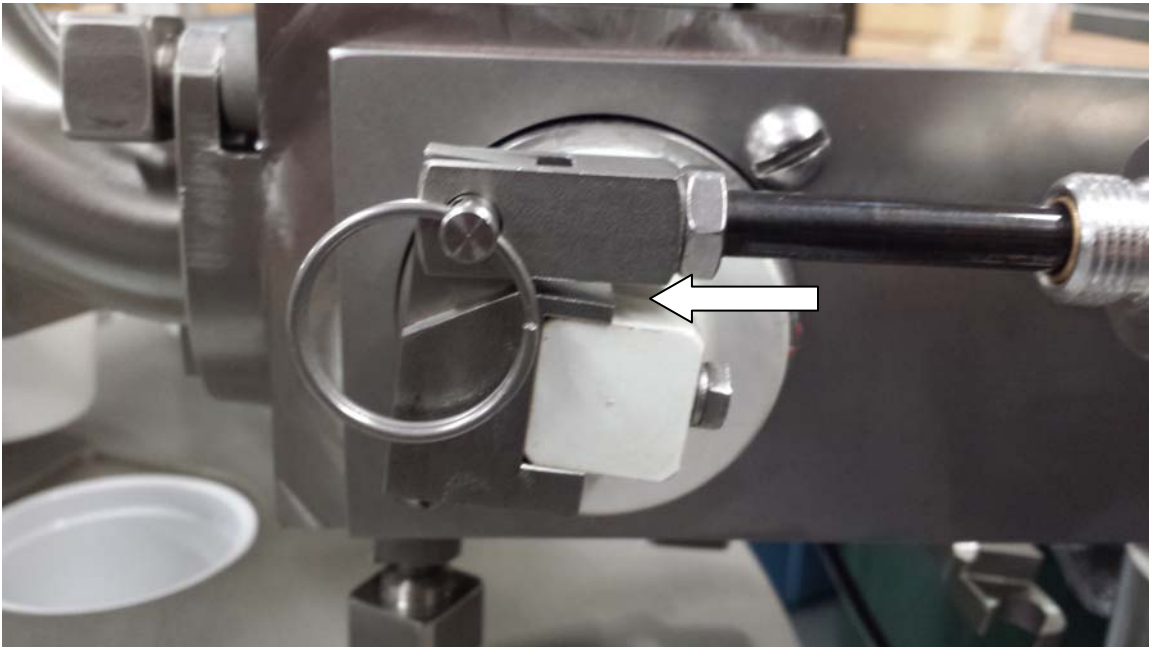
Correct Placement. Note: The clevis and the pivot clamp are level with each other. Adjustment is made by rotating the clevis on the shaft from the air cylinder and locking it in place with the jam nut.



Incorrect - Note: The clevis is retarded on the air cylinder causing the end of the pivot clamp to be raised.



The net effect of this is that it doesn't rotate the valve far enough for the most effective dispensation of product. Also, it forces the air cylinder to push clevis down against the pivot clamp until enough force is generated to force the 90 degree pivot. Note the gap between the clevis and pivot clamp.

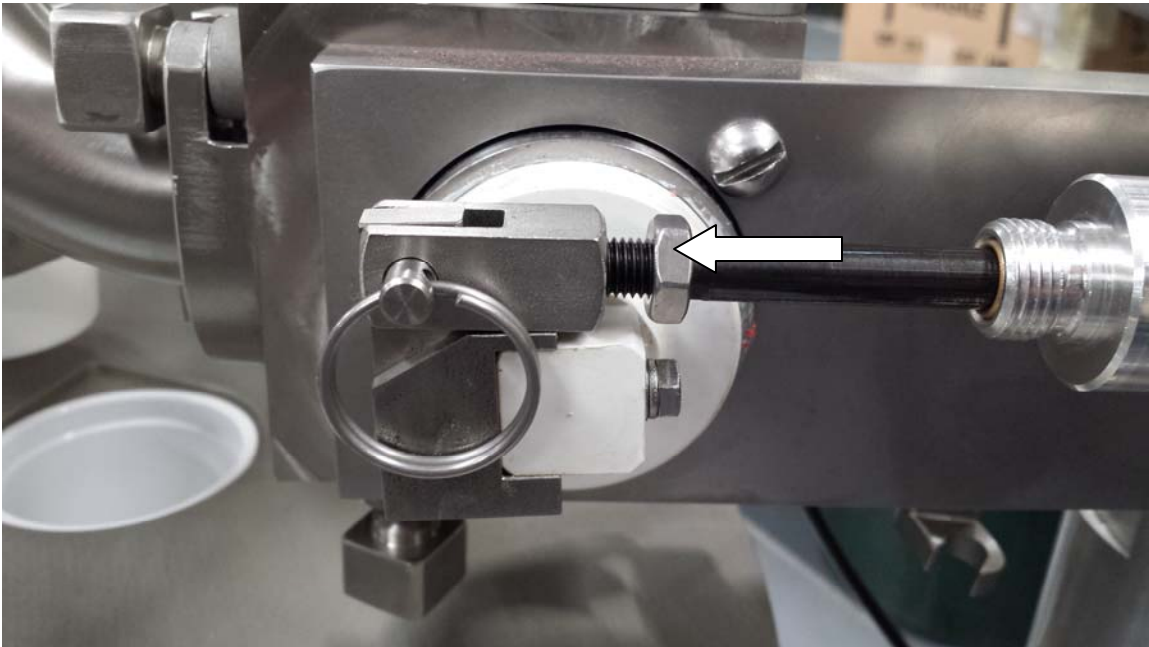


Additionally, it creates unnecessary wear on the clevis, the pivot clamp and the ball grip pin.

Incorrect – Note: The clevis is advanced from the air cylinder causing the pivot point to be raised above the pivot clamp.

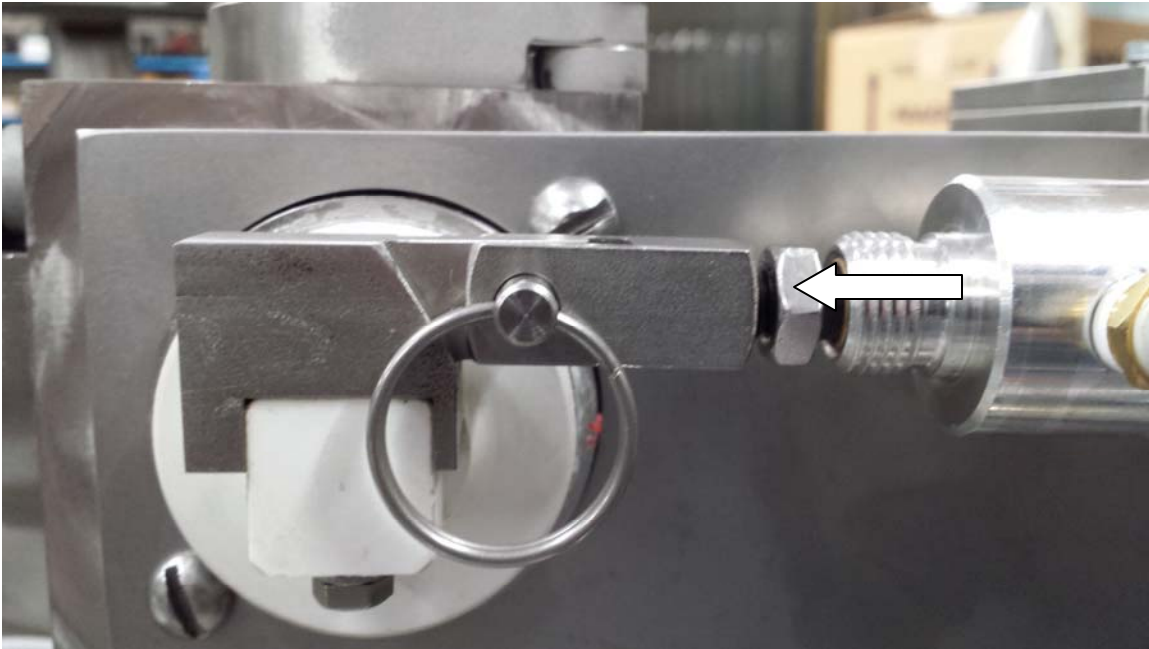


The net effect is that the valve is over rotated and the clevis slaps against the pivot clamp. This also generates additional wear on the clevis, pivot clamp and ball grip pin. Now when the cylinder fires the opposite direction it has a much harder time overcoming the greater than 90 degree pivot.



Also note how the jam nut is not up against the clevis. Without this locked in the shaft from the air cylinder can rotate on its own and the system will get out of sync on its own.

Incorrect – Note: Although the pivot clamp and clevis are level with each other. The jam nut is not locked in against the clevis. Without this locked in the shaft from the air cylinder can rotate on its own and the system will get out of sync on its own.



Below is the correct configuration. Note the pivot clamp and clevis are level with each other and the jam nut is locked in against the clevis. All modification for correctness here is done by rotating the clevis on the shaft from the air cylinder and locking it in with the jam nut.

