

## RIPMAX MARINE ACCESSORIES

### GEARED SERVO UNIT

#### INSTALLATION

The Unit will operate perfectly in any position, and can therefore be fitted, in any attitude desired, to facilitate linkage with the mechanism to be controlled.

Three tapped 6.BA holes are provided in the base complete with screws, to bolt the unit firmly in position. A number of 1/16" diameter holes are provided in the link arm, by which linkages may be attached.

The travel of the link arm may be adjusted by moving the limit stops to any desired position, and ensuring the formed end of the limits, contacts snugly with the cut outs in the link arm.

To increase the effective movement of the link arm, it is permissible to remove the limit stops and drill a No.34 hole mid-way between the existing hole and the formed end and refit, but this should not be necessary for normal uses.

#### OPERATION

The Servo, is designed for operation from a 3 volt supply, but any voltage from  $1\frac{1}{2}$  to 6 volts may be used to vary the speed of the Servo.

The movement of the link arm is controlled by the polarity of the supply. (i.e. By reversing the battery it moves in the opposite direction.)

A clutch, allows the motor to freewheel, when the link arm contacts any limit stop. The amount of friction may be varied by loosening the grub screw in the outer Knurled collar, and the collar then screwed up or down to the desired position. It is important that the grub screw is tightened after adjustment.

#### FOR RADIO CONTROL OPERATION

With 3 or 6 channel receivers, 2 relays should be employed (see fig. 1).

With single channel receivers, a R.M.A. Control Box is necessary, to supply the correct pulsed signal to the transmitter. The receiver should then be connected to the Servo as shown in fig. 2.



## SUPPRESSION

It is recommended that condensers, (.05 mfd) and resistors (50-100 ohm) are fitted as shown in the diagrams, to minimise, wear on the relay points, and radio interference.

## MAINTENANCE

The gear box and all moving parts are thoroughly lubricated before leaving the factory, so it should be some time before any lubrication is necessary. On no account should the clutch be oiled, and the motor only in very small amounts.

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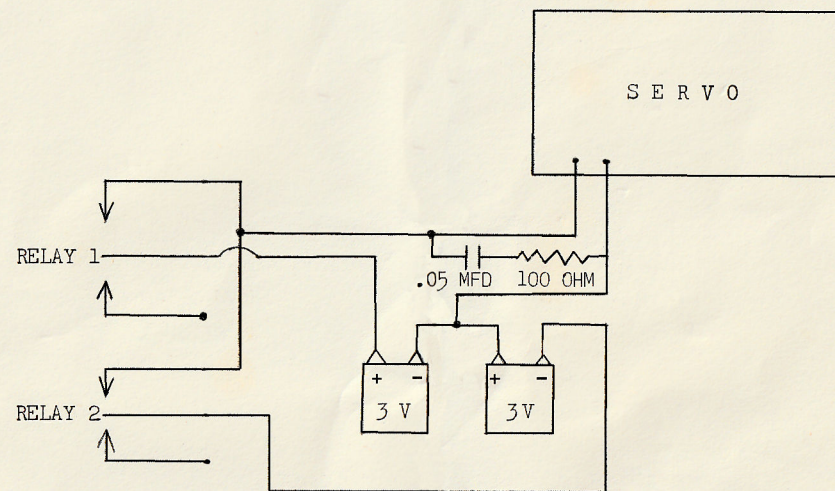


FIG. 1

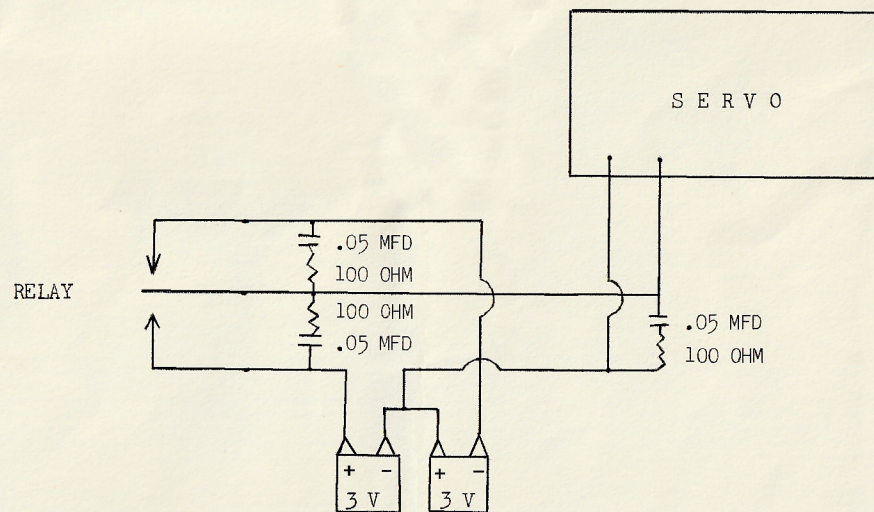


FIG. 2