

XT VANE RETROFIT

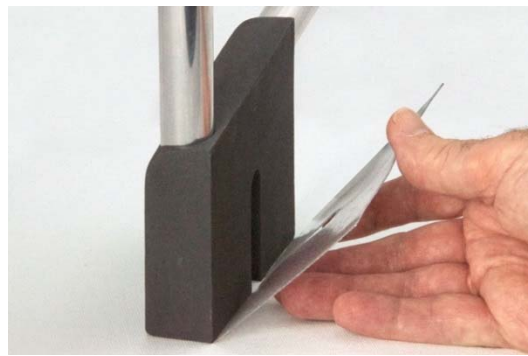
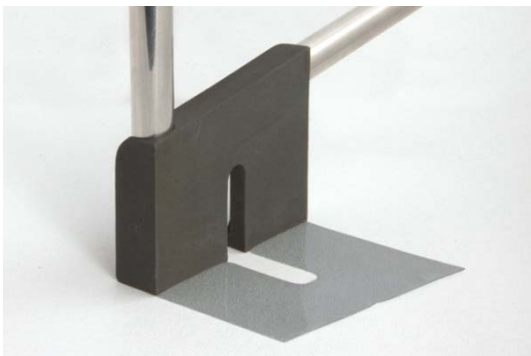
JUNE 2018

Vane Knob (#32) has been redesigned to eliminate two smaller, finicky parts: the Vane Slot Collar (#4) and Vane Slot Sleeve (#6). The Vane Bolt Set (#37) has also been changed to an M10 bolt set. The Pads are required to ensure the Vane can be secured in place.

New units (after January 2016) include these parts. If you are upgrading a pre 2016 unit, rest assured that the new Knob/Bolt are fully compatible for use with other Vanes – Standard and Stubby.

RETROFIT

1. **CHECK CONTENTS** - Please check the contents of your 'Retrofit Kit' – see photo on last page.
2. **APPLY FRICTION PAD TO EXISTING STANDARD OR STUBBY VANE (if you have one)**. Align the long edge of the pad centrally on the casting and observe how it fits, before removing the backing paper. There will be a gap of about 1mm all round. Peel back the paper to about 50mm from the straight edge and align as before. Slowly pull out the paper and lay the pad into position.



3. **REMOVE OLD PARTS** - Remove Old Vane Knob (#32), Vane Slot Collar (#4), Vane Slot Sleeve (#6), and 3/8" Vane Bolt Set (#37). *You will not need to reuse these parts.*

4. **CUT OFF PROTUDRING PART OF VANE SLOT PEG (#5)**
 - Vane Slot Peg (#5) is the plastic peg that sticks out of the Vane Lever. Use the bevel side of a sharp chisel on the casting and wack with a mallet. You are not removing the Peg, just cutting the protruding part off. **DO NOT TRY TO BANG OUT THE PEG COMPLETELY** for fear of damaging something else.

Parts to Remove

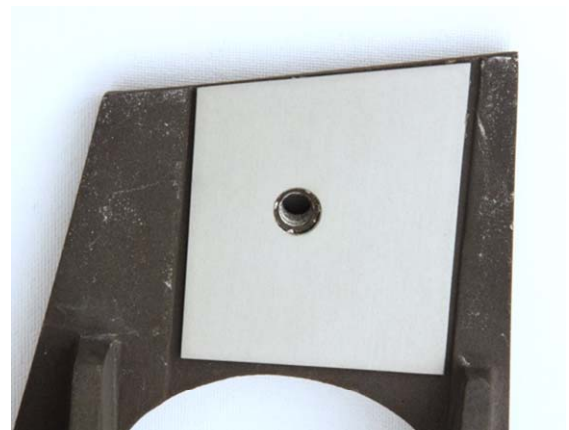


5. **TAP HOLE FOR M10 BOLT** - Apply a small amount of lubricant to the 10mm Tap supplied and start it into the exposed thread using fingers. Check that it is entering the existing thread correctly and square to the surface. Use a tap wrench (preferably) or other similar tool to re-cut the thread to 10mm. Recently supplied units may not need this operation as the new 10mm bolt/new Vane Knob will already be in place. If you have not tapped a thread before, you may wish to get some assistance with this task.



6. **PREVENT CORROSION** - Smear Lanacote or Tef-Gel (or similar) on new thread

7. **APPLY FILLER PLATE TO VANE LEVER RECESS AREA** - Remove backing paper from the Filler Plate and attach it to the recess on the flat side of the Vane Lever. Hold the Filler Plate clear and align the top edge, centering it on the sides of the gap. Lower it slowly checking that it will lay correctly in the gap, leaving the tapped hole clear and the plate edges not standing above the surrounding area. **NOTE:** This is a pressure sensitive adhesive. If you have not applied any force to the plate it may be possible to adjust the position by lifting it before the vane has been clamped to it.



8. **INSTALL NEW KNOB AND BOLT** - Enter the M10 Button Head Bolt into the new Vane Knob, from the hole on the large knob side. A Hex Key is required.

Attach the knob/bolt on the Vane Lever casting. *NOTE that the new bolt should be inserted from the opposite side of the old one.* Add nut and washer on the other side without tightening.



9. **ADJUST AND TIGHTEN NUT** - The underside of the bolt head should be almost flush with the vane base when the vane is clamped. The bolt is in the correct position when the vane can be removed easily when the knob is fully rotated anticlockwise. Check that the knob will clamp the Vane firmly in place. Once correct, firmly tighten the locking nut while holding the bolt with a 10mm Hex/Allen Key.

