

# TYPICAL INSTALLATIONS

NOTE: For purposes of reference, clockwise rotation of the motor, as seen from the power end, is considered the opening stroke. Whether this opens or closes the damper depends on the arrangement of the linkages.

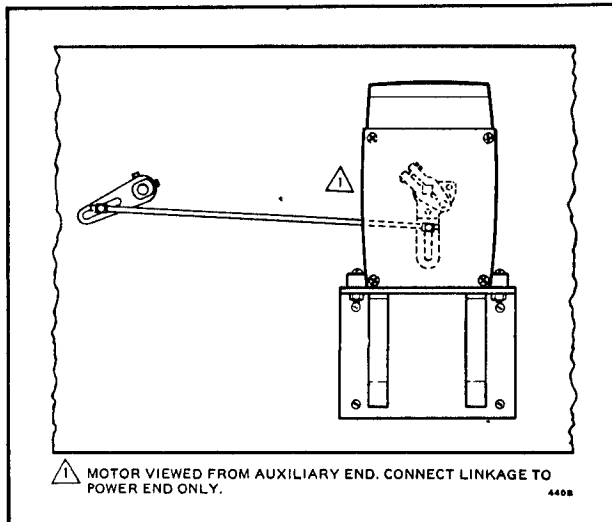


FIG. 15—MODUTROL MOTOR MOUNTED EXTERNALLY ON THE DUCT TO CONTROL ONE DAMPER.

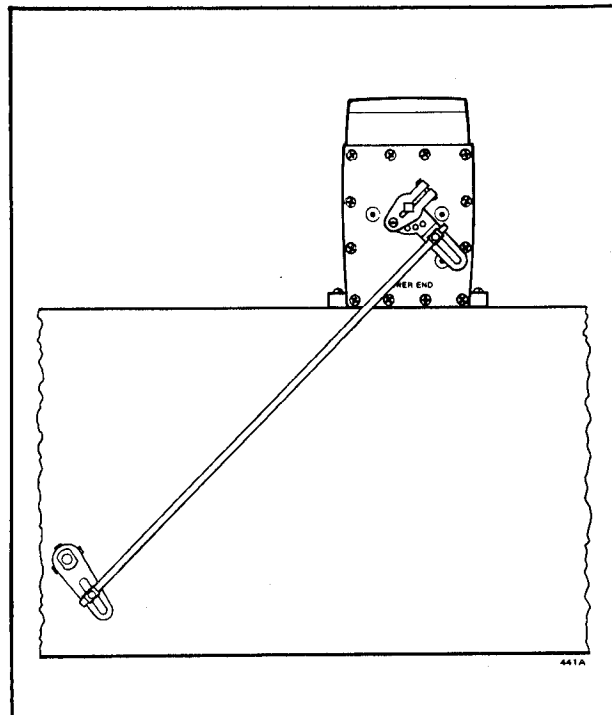


FIG. 16—MODUTROL MOTOR MOUNTED DIRECTLY ON THE DUCT (WITHOUT A MOUNTING BRACKET) TO CONTROL ONE DAMPER.

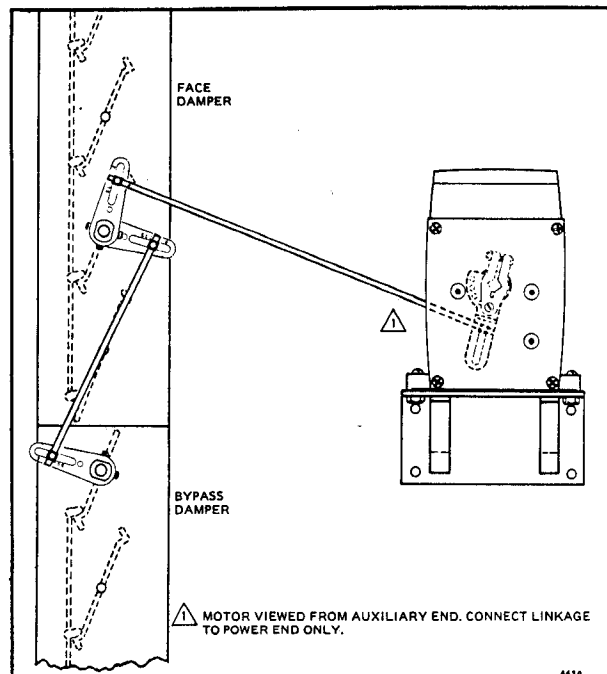


FIG. 17—MODUTROL MOTOR MOUNTED EXTERNALLY TO OPERATE A NORMALLY CLOSED FACE DAMPER AND A NORMALLY OPEN BYPASS DAMPER.

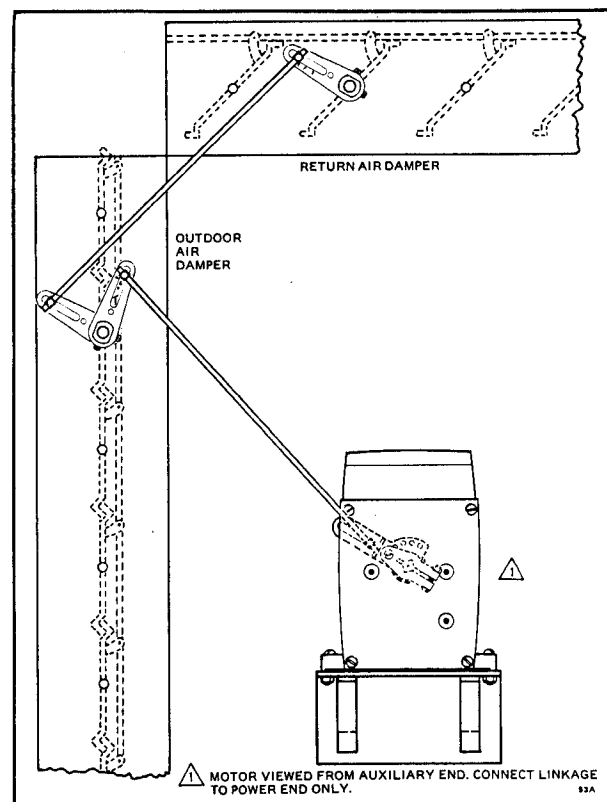


FIG. 18—MODUTROL MOTOR MOUNTED EXTERNALLY ON THE DUCT TO CONTROL TWO DAMPERS ACTING AT RIGHT ANGLES.

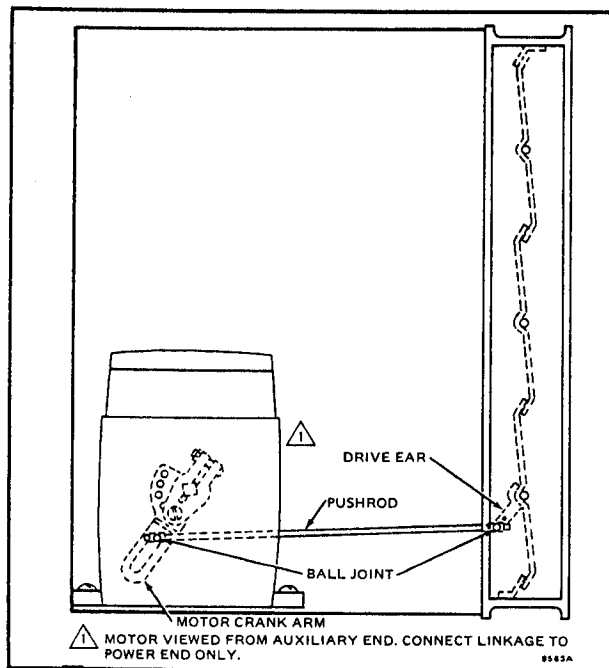


FIG. 19—TWO-POSITION OPERATION (WITHOUT ADAPTER ARM) OF A NORMALLY CLOSED DAMPER.

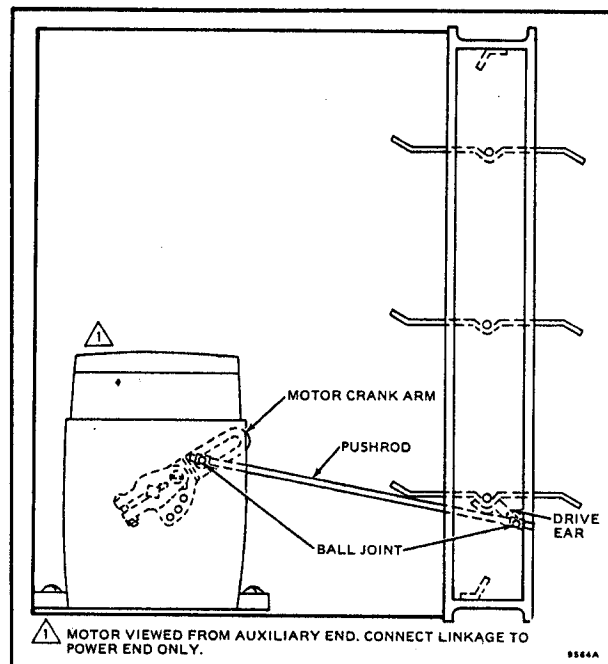


FIG. 20—TWO-POSITION OPERATION (WITHOUT ADAPTER ARM) OF A NORMALLY OPEN DAMPER.

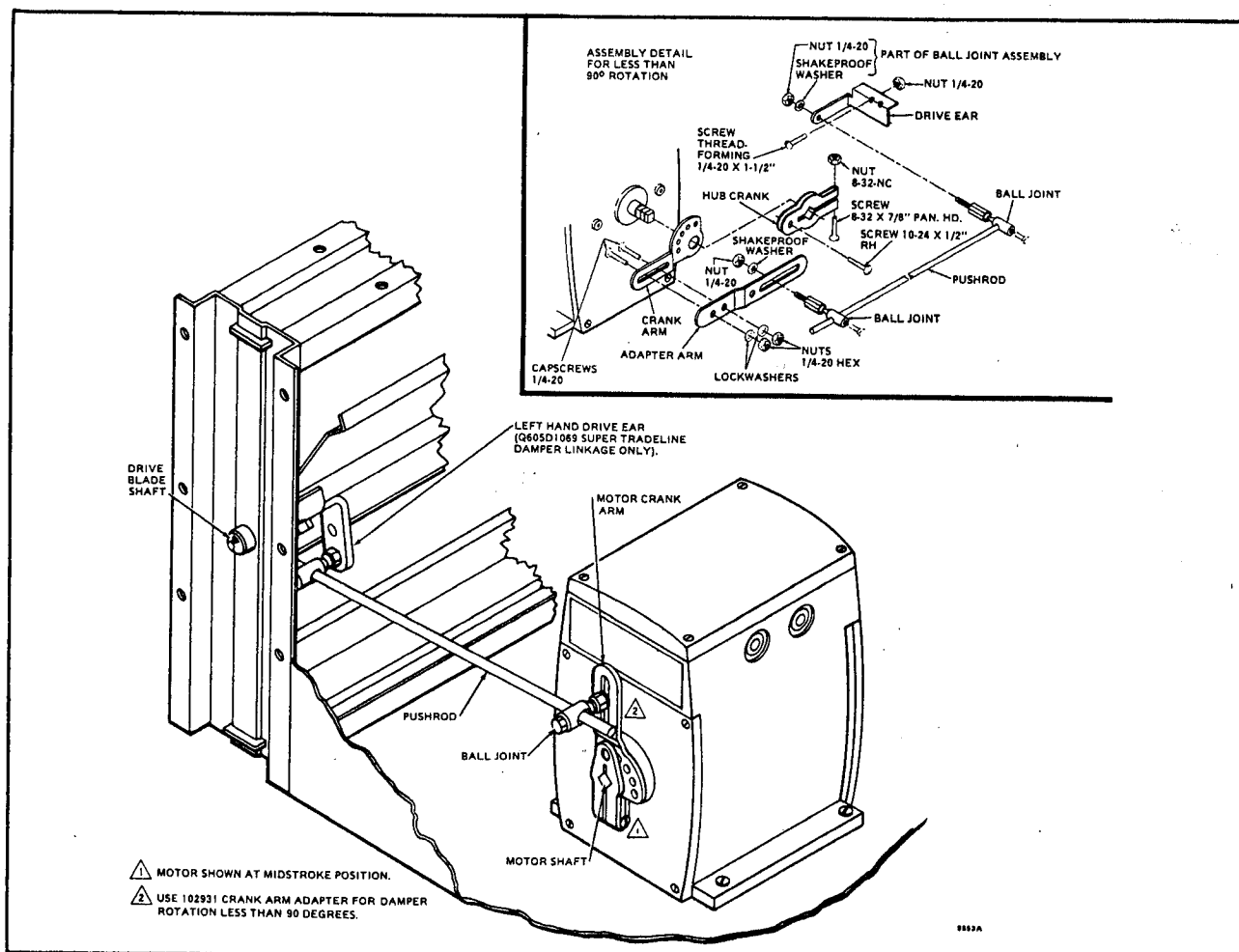


FIG. 21—MODULATING OPERATION OF A NORMALLY OPEN DAMPER. POSITION ADAPTER ARM SAME AS CRANK ARM ABOVE.

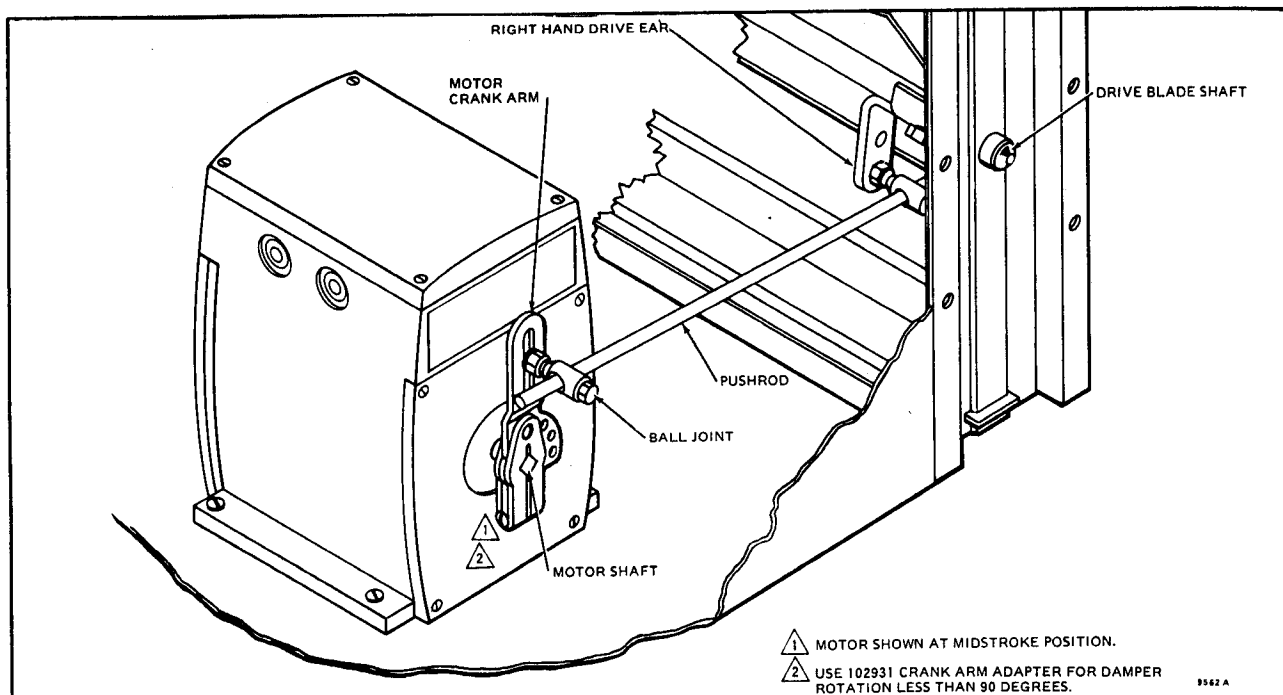


FIG. 22—MODULATING OPERATION OF A NORMALLY CLOSED DAMPER. POSITION ADAPTER ARM SAME AS CRANK ARM ABOVE.

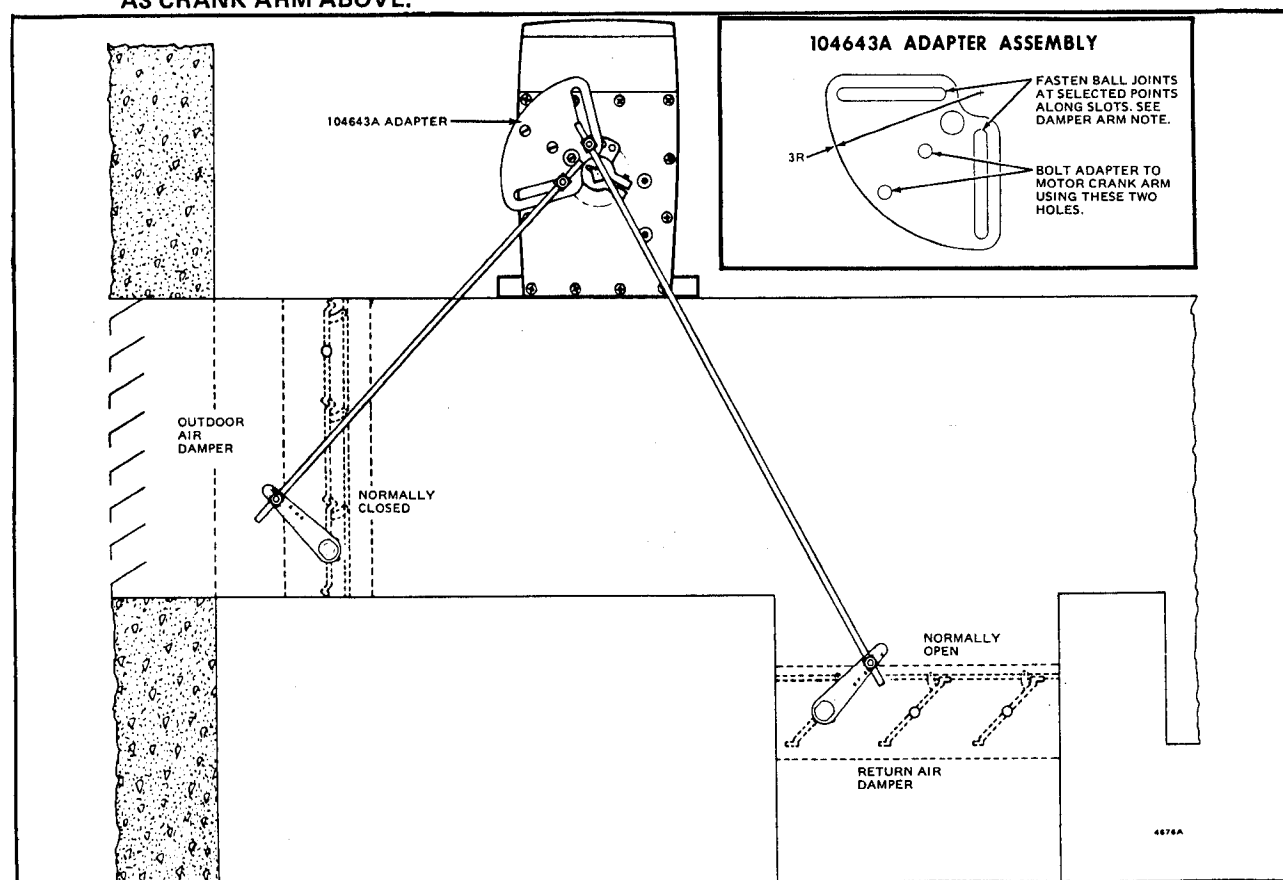


FIG. 23—MOTOR MOUNTED EXTERNALLY ON THE DUCT TO CONTROL TWO DAMPERS ACTING AT RIGHT ANGLES. USE OF ADAPTER ASSEMBLY ELIMINATES ONE DAMPER ARM, AND ALSO MAKES POSSIBLE THE USE OF TWO PUSH RODS OF NEAR EQUAL LENGTH INSTEAD OF ONE SHORT ROD AND THE OTHER TOO LONG TO BE PRACTICAL.

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