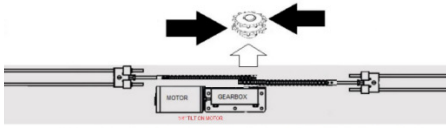


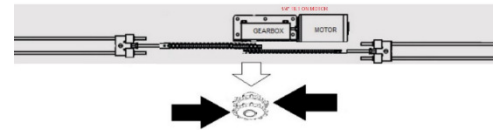
CHAIN CONNECTION TO MOTOR



MOTORS MOUNTED WITH THE SPROCKET UP

## Chain Replacement

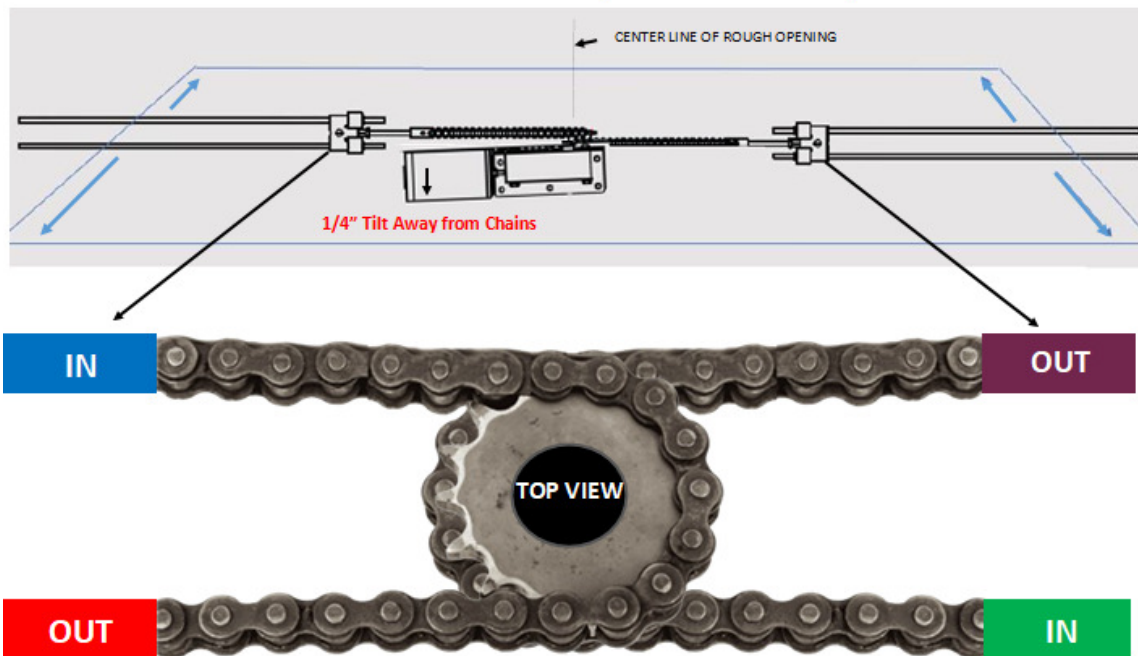
CHAIN CONNECTION TO MOTOR



MOTORS MOUNTED WITH SPROCKET DOWN

1. Remove any fascia to gain access to the motor, gearbox, and adjustment brackets.
2. Support the room, from outside the unit, under the box using a floor jack and a 2"x4". This will keep the room secure when removing tension from the cables and chains. If the room will not extend with normal switch operation, you can attempt to engage the gears in the gearbox by pushing the box out while the switch is being pressed.
3. **Before disconnecting either chain, you will want to mark the chains in their current position.** The best way to do this is with a couple zip ties or two pieces of wire. Run the zip tie or wire through the open link in the chain closest to the sprocket.
4. Cut the new chain the exact same length as the original chain and mark the new chain at the exact same link with a wire tie to match the other chain.
5. Loosen the cable and chain coupler nuts on both the In and Out adjustment brackets.
6. Remove the screws from the chain connector and insert the new chain, reinstall the screws, and repeat this process at the other end of the chain.
7. Wrap the chain around the sprocket, ensuring that the chain is on the correct sprocket (based on motor orientation) and the correct chain link is engaged on the correct sprocket tooth. The adjustment brackets on the right- and left-hand side of the gearbox sprocket should be the exact same distance from the sprocket on both sides. This will ensure the chains are properly timed together on the left- and right-hand side.

### ROOM AT HALF TRAVEL (HALF IN—HALF OUT)



WHEN THE CENTER OF THE DUAL SPROCKET IS ALIGNED WITH THE CENTER OF THE ROUGH OPENING, THE ADJUSTMENT BRACKETS ON EACH SIDE OF THE MOTOR ASSEMBLY WILL BE PARALLEL.