

# GIGAVENT

Automatic vent control

Automatischer Fensteröffner  
zur Lüftungssteuerung

Dispositif de ventilation automatique

Automatisk åbner for ventilations kontrol

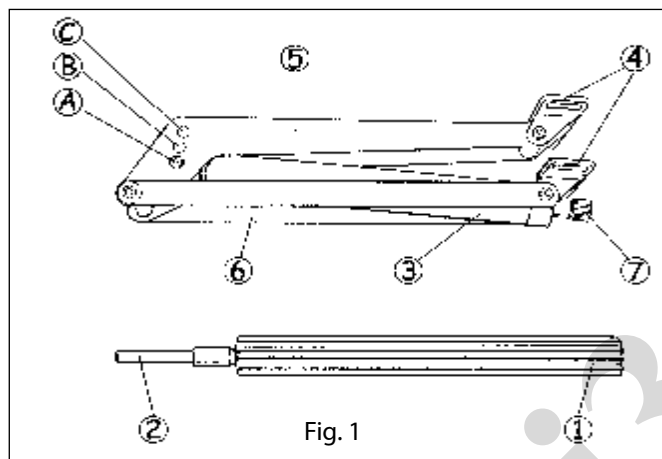


Fig. 1

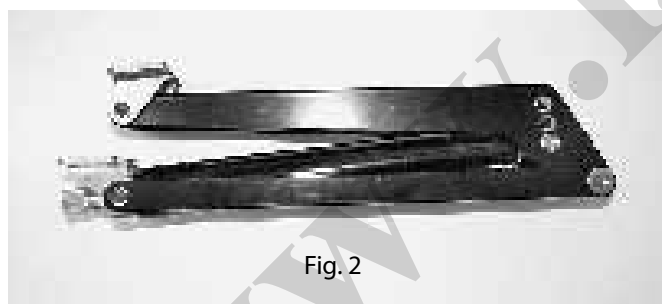


Fig. 2

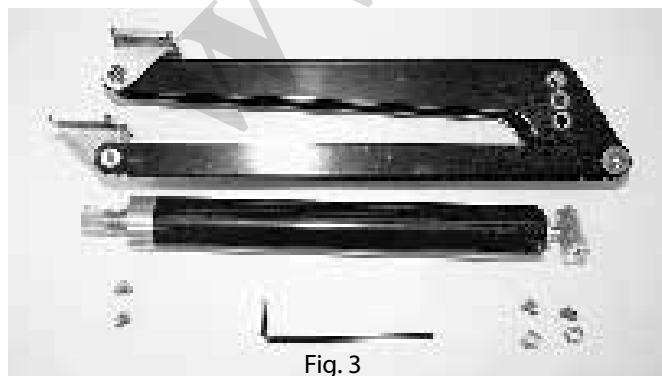


Fig. 3

## IMPORTANT :

The vent control is NOT suitable for use at temperatures exceeding 60°C (140°F).

The window or lid must never be LOCKED while the vent control is installed.

Once the cylinder (= the rib tube) in the control has been removed, then the window may be locked

## COMPONENTS: (see fig. 1)

- .1 Cylinder  
(= rib tube). Installation : see below
- .2 Piston rod  
(= silverish solid rod sticking out of the cylinder)
- .3 Spring and shockabsorber  
May be turned all around / facing the other way !!
- .4 Fitting brackets  
May also be turned around / facing the other way
- .5 Shaped arms  
(v-form, each with 3 locks, see below at pos. 8)
- .6 Straight arms
- .7 Reliefbolt  
for installation assistance (but to be removed before fitting the cylinder in the same spot)
- .8 Locks  
named A B C for deciding the opening height

## YOUR OPTIONS :

Positioning your cylinder

- I at the wall / outside the vent-opening: see fig. 2+5
- II inside the ventilationopening: see fig. 4+6

## Openingheight / liftingpower

- pos. A = 48 cm lifting 15 kg see fig. 1  
pos. B = 40 cm lifting 22 kg see fig. 1  
pos. C = 30 cm lifting 30 kg see fig. 1

The window MUST be able to move freely up to the chosen height. If not, both the window and the opener may get damaged.

## Weight of the window

Usually the ventcontrol carry half the weight of the window, while the other half rest onto the hinges. Meaning that if a window weighs up to 30 kg, it may be openend up 48 cm (use lock A), and a window weighing up to 44 kg may be openend up to 40 cm (use lock B), or if a window weighs up to 60 kg it may be openend up to 30 cm (using lock C).

## Fittingbrackets / options

Can be turned in the most favourable direction with regard to fitting it onto the frame + sill.

## Adjusting start-opening

Twist the cylinder (= rib-tube) on until 1 cm (1/2") of its own thread is still visible. If the start-opening temperature is not as desired, you may twist it a bit further. One turn =  $\pm 0,5^{\circ}\text{C} / 1^{\circ}\text{F}$ , and turning clockwise = earlier opening start, while anti-clockwise = later opening start.

Adjustable anywhere between 17° og 25°C

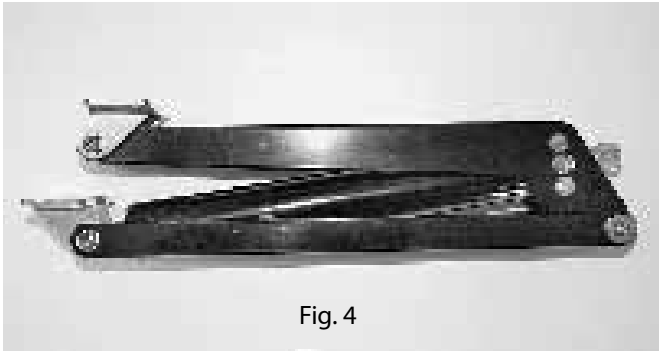


Fig. 4

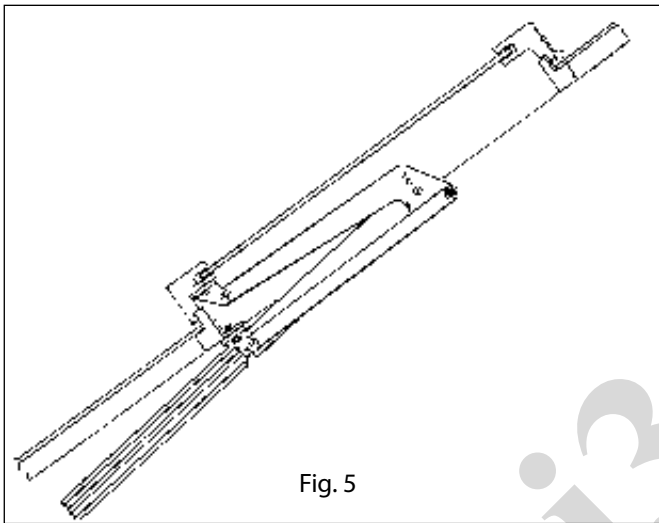


Fig. 5

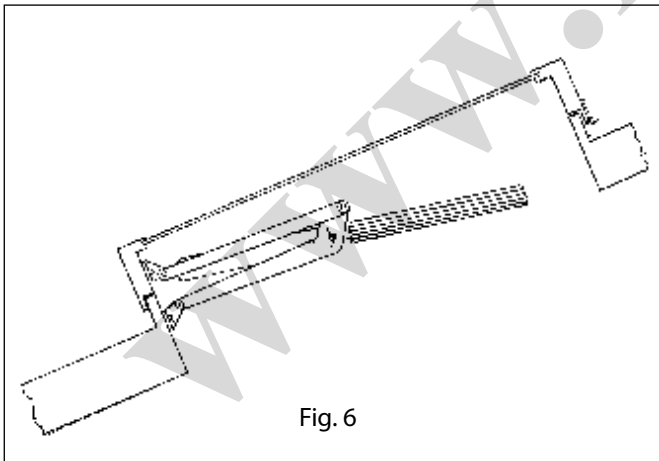


Fig. 6

#### VARYING OPENING HEIGHTS

Having more than one vent control in the same house/room ? Please notice, that the temperature may vary significantly within even short distances - f.i. between floor and ceiling, between sun and shadow, between close at a window and in the centre of the room.

#### MAINTENANCE

Grease ALL moveable connections + the piston rod at least once a year using acid free oil or teflon spray.

#### INSTALLATION :

- .1 Firstly you will have to choose in which direction you want the spring/shockabsorber – and later the cylinder- to face (see fig. 5+6). If it does not by delivery face in the desired direction, then you yourself can undo it and turn it a 180° (see fig. 2 + 3 + 4) before refastening it.
- .2 When reassembling you will have to choose which of the 3 locks (A-B-C) to use for fastening the arms (= deciding your opening-height).
- .3 Now it is time to hold the control up against the place where you want it to be installed.
- .4 Turn the reliefbolt (relieves the springload during installation) until the arms all by themselves stay in the desired position for being fastened. Now the brackets can be fastened to the frame and the sill (see fig. 5 + 6), while the window or the lid is kept closed. Notice : the arms closest to the window should be parallel to it (see fig 5 + 6).
- .5 Now it is time to install the cylinder (ribtube), but this cannot be done until the reliefbolt has been removed. If the cylinder is warm already (or has been warm), then the piston rod has started moving outwards. You then need to open the window/lid by hand, just enough for the cylinderthread to catch the thread inside the spring/shockabsorber!