

Using your TEXAS DT Timer

Installation requires an opening about 1.58" long and at least 0.58" high. You will need to enlarge the opening in one place enough to "wiggle" the spring housing through. Mount the timer in the left lower corner of the opening to insure adequate clearance for the vibrator on the right. The best way is to use our Installation kit for this timer. It makes the job easy and helps ensure a reliable job.

Little maintenance is needed other than to keep the clockworks reasonably clean. A lightweight (non-thickening) oil should be put on the spring through the small holes in the cover to help the coils slip over each other. Do this frequently. Do not oil the gears as this makes dust and dirt stick. A good way to clean the timer is to use carburetor or brake cleaner in an aerosol can, followed by an air gun.

When near fully wound the scroll rotates at about 50 seconds per turn, which increases to about 57 seconds after five turns. The nine-turn scroll will provide over nine minutes of delay from a full cock. Heavy tension on the DT line may slow the timer a little.

More information on setting DT times is in the Hints section of our web site.

We suggest you always use the timer with one turn or so loose on the spring. (Not wound tight). The leaves in the spring coil need to slide over each other. If it is not well oiled and is fully wound tight, the leaves may not slip properly.

If desired, the scroll may be repositioned on the shaft by loosening the left-hand thread center screw. This screw should not be locked. i.e. no Loctite or glue as you may need to loosen it in the future.

The three small screws holding the faceplate to the clock do have Loctite and should not be disturbed.

Once familiar with the timer operation, you should be able to easily and accurately preset the time to the desired delay. You can place the wire in the desired groove by pressing down on the top of the wire. It is important that you use a small washer or eyelet on your DT line, as a simple wire or string loop could slip down so low on the post that it gets trapped in the bend, resulting in no DT. At the same time, you want the line to be low on the post to minimize excess pull on the post and timer. Our Split Rings is perfect for this.

You can adjust the contact force between the end of the wire and the scroll to meet your needs by slight changes in the bend. This is good stiff wire, and it will hold the "set" you give it.

Test with the engine running to make sure all lines and wires are secure and functioning properly before flying. Always fly with your DT operating to keep that boomer thermal from stealing your plane.

THERMALS

Don't forget to trip the timer!