



A **VANTAGE** Company

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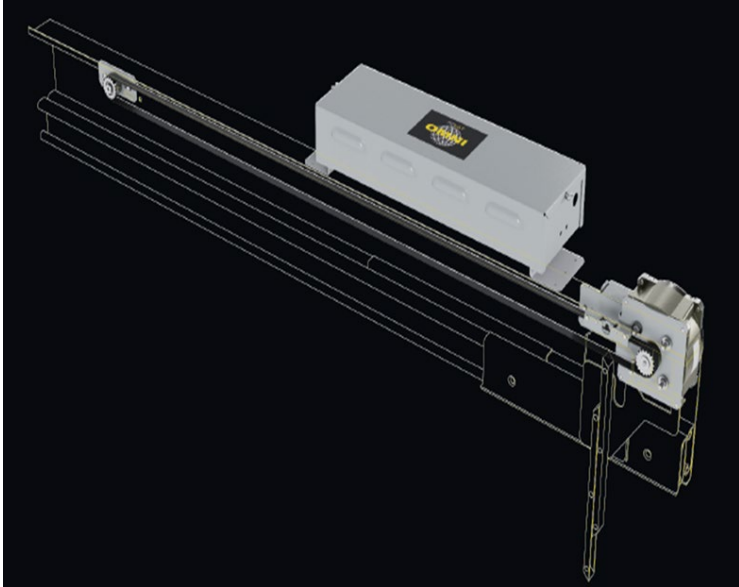
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## **SEC 3300 TO GAL MONXT OPERATOR**

### **Conversion Kit**

*Retaining existing Header, Tracks, Hangers*

*Clutch and Interlocks*



## ***Installation Guide***

Rev A

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## 1. Introduction

It is the intent of this manual to give the reader key points of information critical to the proper installation of the door operator conversion kit.

The GAL retrofit kit was designed to replace the drive components of an existing Schindler 3300 operator with GAL's MONXT operator.

The existing SEC 3300 header, track, and hangers are retained allowing the user to easily replace the motor, belt, pulleys, and controls instead of removing the entire header assembly and rehanging the doors.

When professionally installed, GAL door operators will give many years of trouble-free service and reliability.

### IMPORTANT NOTES

All equipment must be installed, adjusted, tested, and maintained to comply with all Federal, State/Provincial, and Local codes.

## SEC 3300 TO MONXT OPERATOR KIT

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Kinetic Energy and Stall Force must be adjusted to comply with

ASME, A17.1, Rule 112.4/5, and CSA B44, Rule 2.13.4/5.

Before mounting the operator, check that the car door is plumb, free and moves easily without binding.

Check the attached standard measurement sheet and install the operator according to the measurements supplied.

Contact GAL if the following label shown in **FIGURE 1** is missing from the door operator:



## 2. General Installation and Setup

### 2.1. Kit Components

#### KIT06-5001N

Qty	Part Number	Description
1	OPL6-0212N	MOTOR CONDUIT ASSY, OMNI
1	OPL6-0208N	BELT ASSY, 3300
1	OPL6-0205N	IDLER, PULLEY ASSY 3300
1	OPL6-0206N	DRIVE BOX, ASSY 3300
1	DOC-0168N	MANUAL, SCHINDLER 3300 TO MONXT OP.
1	LABEL-0278N	LABEL, 3300 TO MONXT OP, BOX
1	DRV-0420N	PARAMETER UNIT, MONXT HAND HELD 7FT
1	OPL6-0207N	MOTOR ASSY, 3300



*MOTOR ASSEMBLY w/  
MOUNTING BRACKET*



*MONXT DRIVE ASSEMBLY w/  
PARAMETER UNIT  
230V and 115V*



*IDLER PULLEY  
ASSEMBLY*



*DRIVE BELT ASSEMBLY*

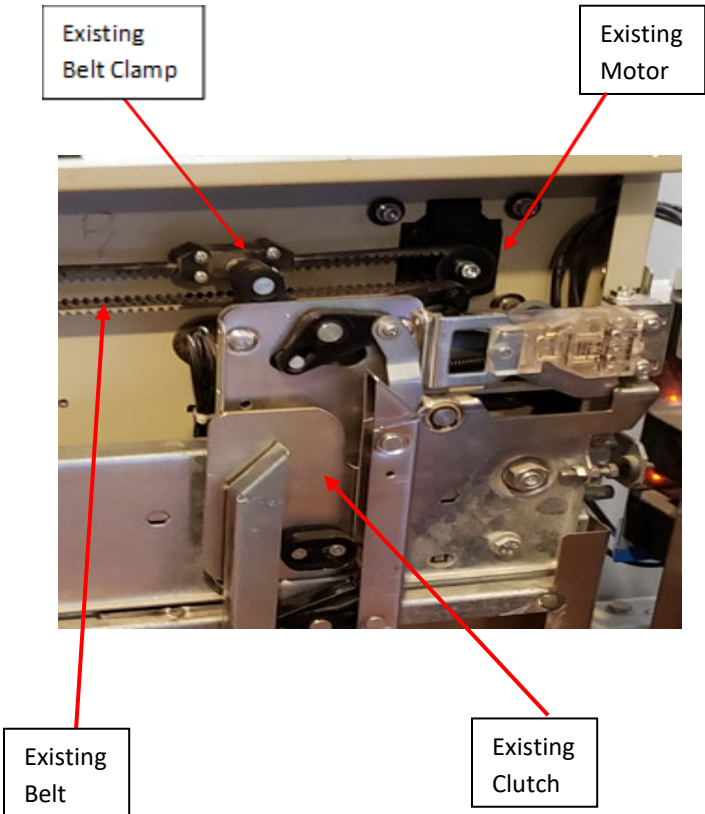


*INSTALLATION  
MANUAL*

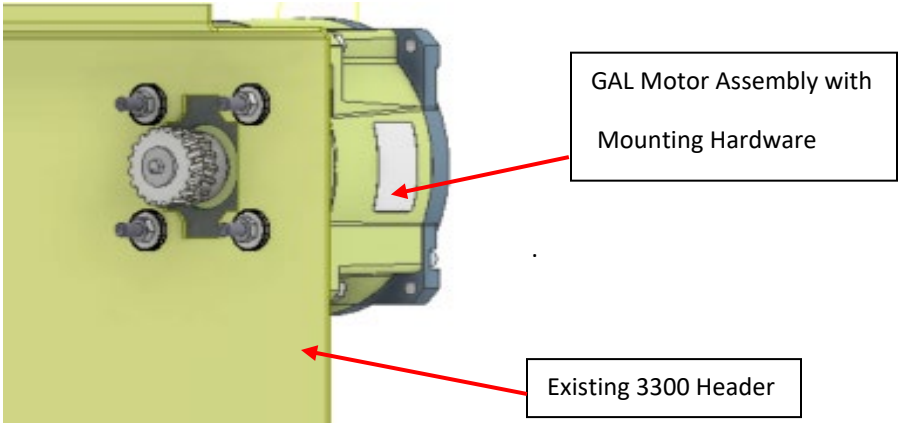
### ***2.2. Motor and Drive Replacement***

Remove the screws on the existing belt clamp, this would allow you to open the belt clamp and remove the belt.

Open your car door to get access to the bolts holding the motor to the header. Remove the existing Motor from the back of the header.



Mount the GAL motor assembly to the existing header by aligning the studs on the motor base to the existing holes on the header and securing the motor assembly with the hardware provided.



Remove the lid from the drive box, four internal holes are pre-drilled to attach the support angles by using (4) 8-32 screws. Mount the Drive box to the top of the existing header, using (4) #10 self-drilling screws, to the top of the header. (**Figure 3**)



**Figure3:** MONXT drive box assembly with Support angles.

## 2.3. Idler Pulley

Mount the Idler Pulley assembly in the same location as the existing 3300 pulley, using (2) ¼-20" carriage bolts and securing the back plate to the back of the header with (2) nut jam.

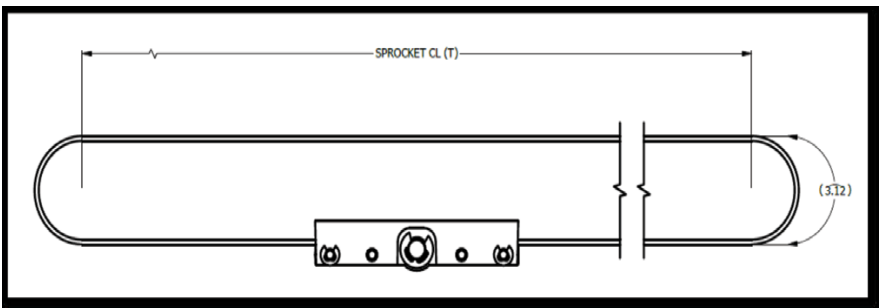


**Figure 4:** Idler Pulley Assembly

## 2.4. Belt Setup

The drive belt comes with excess length for most door openings.

After determining the appropriate length for the specific door opening as outlined below, the excess can be cut.



**Figure 5:** Drive Belt and Belt Clamp Assembly



The flat length of the belt can be determined by wrapping the drive belt around the motor and idler pulleys and marking where the belt should be cut.

The flat length of the belt will be approximately: **( 2x Sprocket CL distance)+ 6"**. Cut the belt and secure the cut side to the belt clamp using the quick release T-pin.

**Note: Always double check that the marked belt length is long enough around to wrap around the sprockets BEFORE cutting the belt.**

### ***2.5. Tensioning the Belt***

**CAUTION:** A misalignment belt can cause the belt to wear prematurely or jump teeth during operation. Push the Idler Pulley assembly away from the motor assembly to moderately increase tension on the drive belt. Then retighten the (2) ¼-20 bolts on the assembly face.

The belt tension should be such that you can squeeze the upper and lower sides of the belt together using moderate pressure. **(NOTE: While a loose belt can jump teeth, an overly tightened belt can be noisy.)**

### **Electrical Reference:**

For Parameters and Electrical information, reference the Installation guide for the MONXT Operator. (included in the Kit)