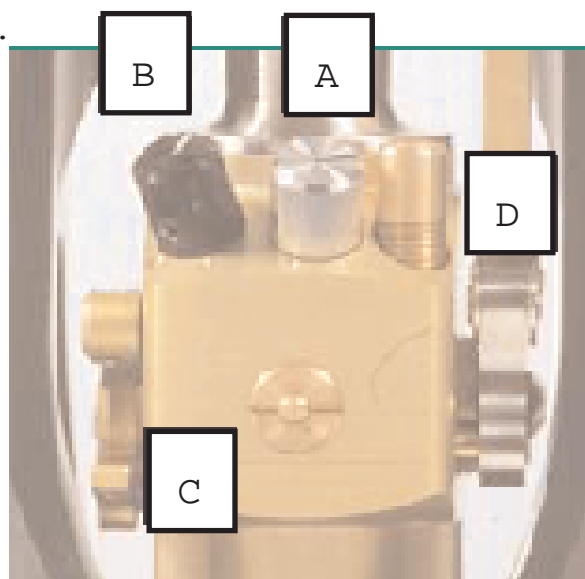


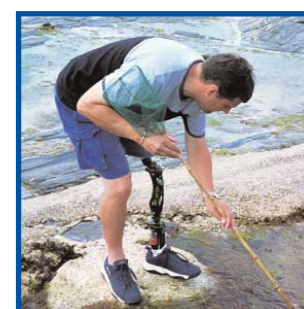
# ULTIMATE KNEE CHECK LIST

- Identify all relevant buttons and the Long Lever.

- A SILVER FLEXION SCREW.
- B. BLACK YIELD ADJUSTMENT SCREW.
- C. YIELD/LOCK SWITCH.
- D. LONG LEVER.



- Turn Silver Flexion Adjustment Screw (A) ANTI-CLOCKWISE until it stops
- The knee ball should move forwards and backwards with ease.
- Turn Silver Flexion Adjustment Screw (A) CLOCKWISE until it stops
- The knee ball should move forwards and backwards with difficulty.
- Re set the knee by turning the Silver Flexion Adjustment Screw (A) ANTI-CLOCKWISE until it stops. The knee ball will move with minimal resistance.
- Ensure Yield/Lock switch (C) is in the down 'LOCKED' position.
- Push LONG LEVER (D) forwards and maintain this pressure. Try to move the knee ball.  
The knee ball should not move.  
(Once pressure is released the knee ball should move freely again).
- Ensure Yield/Lock switch (C) is in the up 'YIELD' position.
- Turn Black Yield Adjustment Screw (B) fully ANTI-CLOCKWISE. Push LONG LEVER (D) forwards and maintain this pressure. Try to move the knee ball.  
The knee ball should move with minimal resistance.  
(Once pressure is released the knee ball should move freely again).



P.T.O.

## ORTHOEUROPE

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# ULTIMATE KNEE CHECK LIST cont

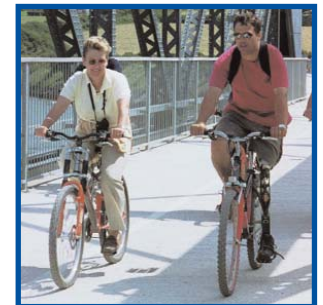
- Turn Black Yield Adjustment Screw (B) fully CLOCKWISE. Push LONG LEVER (D) forwards and maintain this pressure. Try to move the knee ball. The knee ball should move but with maximum resistance. (Once pressure is released the knee ball should move freely again).
- Turn Black Yield Adjustment Screw (B) to approximately half way. Push LONG LEVER (D) forwards and maintain this pressure. Try to move the knee ball. The knee ball should move with some resistance. (Once pressure is released the knee ball should move freely again).



- TERMINAL IMPACT DAMPENING ADJUSTMENT (E) (2mm Allen Screw found at distal end of knee inside the tube clamp). Turn the knee to face you. Push the knee ball backwards. Pull the knee ball forwards slowly. As the top of the piston rod and the top of the cylinder come together, for the final few millimetres of travel, the knee movement becomes slower and stiffer.



NB Turn screw clockwise to increase dampening and anti-clockwise to decrease dampening.



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