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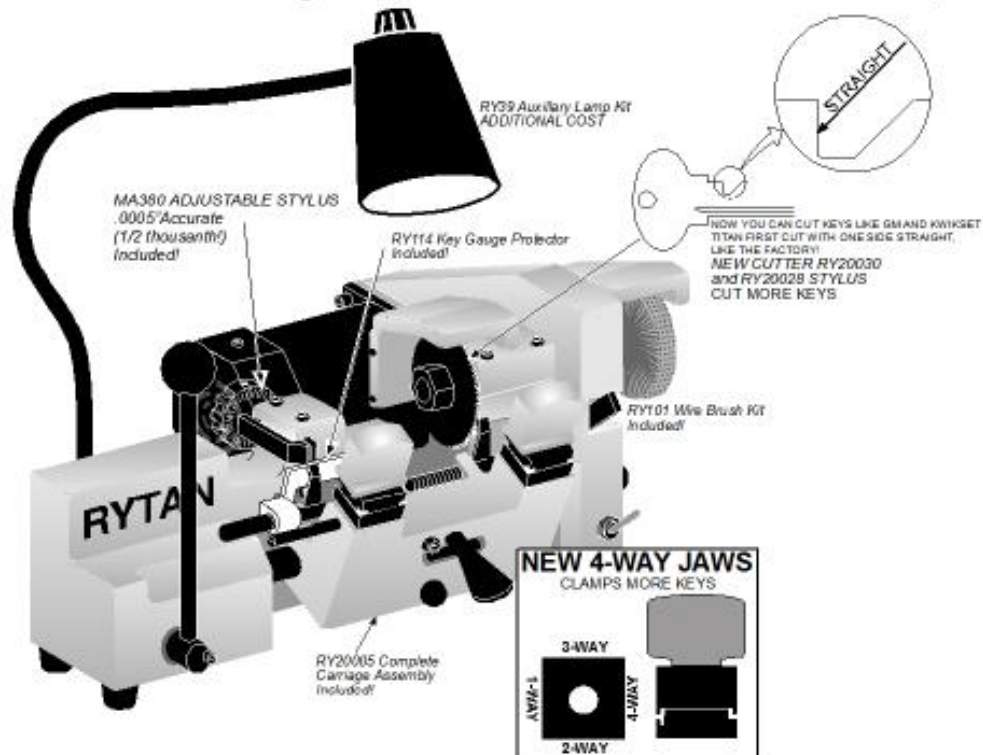
Model RY200

OPERATOR'S MANUAL

Rytan Model RY200 Semi-Automatic Key Duplicating Machine with 4-Way Jaws
for Cylinder Keys and Automotive Keys

CLAMPS MORE KEYS
NEW CUTTER AND STYLUS CUTS GM AND KWIKSET TITAN KEYS
BUILT IN MICRO-ADJUST STYLUS

Rytan Products are Designed and Manufactured in the U.S.A.



READ AND UNDERSTAND THIS OPERATOR'S MANUAL AND BECOME FAMILIAR WITH YOUR NEW MACHINE BEFORE YOU START CUTTING KEYS.

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1. INTRODUCTION

Thank you for purchasing our American Made, Rytan, Inc., Model RY200, universal key duplicating machine. Your new key machine has been designed and built with heavy-duty components designed for the most demanding shop and service vehicle use. As you become familiar with your new machine you will find a new ease and confidence in key cutting. Discover the smooth and natural interaction between machine and operator, resulting from careful design and placement of the operating controls. We are confident you will profit greatly from this quality built versatile key machine.

Your new RY200 key duplicating machine is made similar to the RY256 RAMM semi-automatic key machine, but with one exception: Stylus and Cutter Head cannot be rotated to cut Medeco Level-1 high security keys. The Stylus on the RY200 key machine is 100% adjustable to better than ½-thousandths of an inch (0.0005”), and can be re-set to “0” at any time.

Use your machine to cut standard cylinder keys and U.S. and Foreign automobile keys.

2. GETTING STARTED

Please take time now to read and understand this manual thoroughly before you start cutting keys. Maintain this owner’s manual and review it often, and make it available to others who will use this machine.

Do not attempt to operate this machine until you have read it thoroughly and understand completely all instructions, rules, etc. contained in this manual. Failure to comply can result in accidents involving fire, electric shock, or serious personal injury.

3. SAFETY RULES

- A. Know your machine. Read the owner’s manual carefully. Learn its applications and limitations as well as specific operational hazards peculiar to this machine.
- B. Guard against electrical shock by preventing body contact with grounded surfaces. Examples: Pipes and metal work tops.
- C. Keep guards in place at all times.
- D. Keep your work area clean. Cluttered areas and benches invite accidents.
- E. Avoid dangerous environment. Don’t use this machine in damp or wet locations. Keep your work area well lit.
- F. Keep children away. All visitors should be kept a safe distance from work area. Do not let visitors contact machine or power cord.
- G. Do not force the machine. It will do the job better and safer at the rate for which it was designed. Always maintain a sharp cutter wheel on the machine.
- H. Use the machine for what it was designed. Don’t use the machine for anything but the key blanks for which it was intended. Cutting steel keys is not recommended.
- I. Wear proper apparel. For example: No loose clothing or jewelry to get caught in moving parts. Operators without properly restrained long hair **MUST NOT** operate any type of machinery, including key machines. Long hair can get caught in moving (rotating) machinery parts.
- J. Use safety glasses. Flying chips, improperly secured key blanks and broken cutter wheel teeth can injure the eye if not properly protected.
- K. Don’t abuse cord. Never yank cord to disconnect from receptacle. Keep cord from heat, oil and sharp edges. Never remove the ground connection from the plug. If you use a two wire adapter be sure to properly connect the ground wire. **NEVER CUT OFF THE GROUND TERMINAL FROM THE MACHINE’S POWER PLUG!**

- L. Secure keys properly in vises. Don't hold key head for support when cutting. If it doesn't clamp properly, don't try to cut it!
 - M. Maintain a sharp cutter wheel. A dull cutter wheel is not only inefficient but dangerous. A dull cutter wheel can produce excessive cutting force on a key blank and exceed the machine's vise jaws clamping force to a point where the key blank could be ripped out of the machine.
 - N. Disconnect machine. When not in use, during servicing, or when changing cutter wheel and accessory brush always disconnect the machine from its electrical power source.
 - O. Remove servicing wrenches. Remove all service tools from the machine before turning it on.
 - P. Always turn off machine. After cutting a key, turn off the machine before removing a cut key and clamping another fresh blank.
 - Q. Always lock carriage back. After cutting a key, turn off the machine and lock the carriage back to prevent accident or injury.
 - R. Outdoor use. When machine is used outdoors, use only extension cords suitable for outdoors and that have a built-in third wire and ground terminal. **NEVER CUT OFF THE GROUND TERMINAL FROM THE MACHINE'S POWER PLUG!**
 - S. Keep hands away from cutter and key blank. Keep hands away from rotating cutter. Do not reach underneath or around cutter or key blank when cutter is rotating. Do not attempt to remove key blank or key blank material while cutter is rotating.
 - T. Never use machine in an explosive atmosphere. For example, if your machine is in a service vehicle with a fuel leak or spill, switching on the machine could ignite the fumes.
- NOTE: A FLAMMABLE SOLVENT SPILL IN YOUR SHOP OR VAN IS EQUALLY DANGEROUS!**
- U. Inspect machine cord periodically. If damaged, repair at once.
 - V. Keep hands dry, clean and free from oil and grease.
 - W. Stay alert. Watch what you are doing and use common sense. Do not operate machine when you are tired.
 - X. Do not use machine if switch does not turn the machine **ON** and **OFF**.
 - Y. Drugs, Alcohol, Medication. Do not operate machine while under the influence of drugs, alcohol, or any medication.
 - Z. The operation of any key machine can result in foreign objects being thrown into the eyes, which can result in severe eye damage. Always wear safety glasses or eye shields before commencing key machine operation. We recommend wide vision safety mask for use over spectacles or standard safety glasses.
 - AA. Save these instructions.

4. **MOUNTING THE MACHINE**

Drill two oversized ½" holes in your bench top to mount the machine. Use ½" – 13 bolts from your local hardware store. Carefully turn the machine up-side-down and measure the spacing of the two tapped holes on the bottom of your machine (be careful not to set the machine on the power switch). Turn the machine right-side-up and place the machine where you want it on your work bench. Mark the bench and drill your holes.

5. CUTTING STANDARD KEYS

- A. Most key clamping requirements use the standard jaw “A” configuration. Jaw requirements - to make deeper cuts in small keys or to clamp other types of keys simply loosen the key clamp knob a few extra turns and lift-and-turn the jaw assemblies from A” to “B” to “C” to “D”.
- B. Keys are always gauged with the full-function flip-up key gauges. We do not recommend bottom shoulder gauging because key blank manufacturers do not always maintain a reliable correlation between bottom and top shoulder positions on the key blanks they make.
- C. Always remember to flip down your key gauges before cutting a key. Failure to do so will prevent the key from being cut by the cutter wheel.
- D. Always cut keys from **Bow-to-Tip**. NEVER MAKE YOUR FIRST CUT FROM TIP-TO-BOW.

The RY200 is specifically designed to cut most cylinder keys and U.S. and Foreign automotive keys by operating the machine’s “stick-shift” lever SMOOTHLY from **Right-to-Left**. The key will be cut properly starting at the Bow and ending at the tip of the key. It is O.K. to make a “cleanup” cut back to the bow of the key ONLY after the key has already been cut from Bow to tip.

NOTE: If an excessive amount of key blank material is removed on the cleanup cut (second cut) your cutter may need replacing or re-sharpening. Rytan can sharpen your dull cutter.

6. CUTTING DEEP CUTS IN SMALL KEYS

- A. Most key clamping requirements use the standard jaws “A” configuration. If you are making deep cuts you may have to rotate to the “B” jaw configuration. You must loosen the painted key clamping knobs a few turns, turn the vise and retighten.

Make sure your vise jaws are clean (with no chips in the way) and as you secure the vise jaw on to your key - be sure to push the key into the jaw firmly and make sure they remain flat, and parallel into the vise jaws when tightening the large painted key clamp knob

When clamping keys in the jaws be sure to open the jaws ONLY enough to slide the key in place.

Please see below for more Vise Jaw information.

- B. Keys are always gauged with the full-function flip-up key gauges.
- C. Always remember to Flip Down your key gauges before cutting a key. Failure to do so will not cut the key.
- D. Switch ON your machine and operate the “stick-shift” lever until the stylus is right over the left edge of the first cut closest to the bow of the key, gently press down on the carriage with the black tear-drop hand, then reach down and pull out the carriage release (small round black knob) and release the carriage. You may ease up on the carriage and manipulate the carriage controls to make a smooth *gentle* cut down the left edge of the first “V” cut in the key to the last cut on the tip of the key - cutting all cuts on the key.
- E. You may want to reverse the direction of the carriage and make a “clean-up” cut back to the bow of the key.
- F. Push down and lock back your carriage. Turn OFF the machine.

NOTE: CUTTING STEEL KEYS IS NOT RECOMMENDED.

Cutting steel keys will accelerate cutter wear. Some steel keys will ruin your cutter wheel with just one pass.

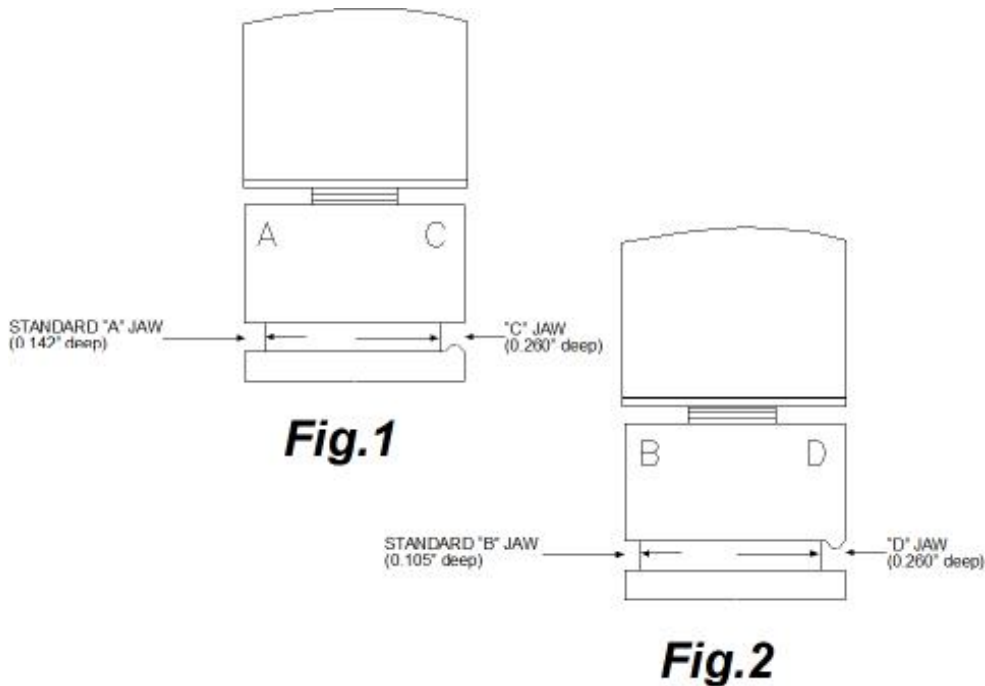
NOTE: Some automotive presentation keys are made of Hardened Steel and can ruin the cutter wheel instantly! Don’t be fooled by the decorative Gold, Brass, or Silver plating on these keys.

Suggestion: Keep a small magnet near your key machine to identify steel keys. Before cutting a steel key try filing a small groove where one of the deeper cuts will be made – if the key won't file easily it won't cut any better in your key machine and will most likely ruin your cutter!

7. VICE JAWS

Choosing the correct vise jaw. For most key cutting work the jaws can remain in the standard "A" configuration. In the standard configuration the entire "throat" of the jaws is used. Measuring from the front faces of the "A" vise jaw and into the throat of the jaws – you will measure .142". This throat dimension of .142" is how much of the key is consumed by the vise jaws when the key is clamped. Most keys are rarely cut deeper than .142" from the back edge of the key blade.

Some padlock keys and some General Motors keys have cuts deeper than .142" from the back edge of the key blade. For these keys you can flip your vise jaws to "B". Loosen the vise jaw a few turns, flip the vise jaws to "B" and retighten the large painted knob. You must do both vise jaws for this to work. Your "B" key machine vise jaws now have a "throat" of .105" to clamp the key.



CHANGING THE VISE JAW

Your new jaws can be rotated from the "A" jaws to "B", "C", or "D" vise jaws by just turning them.

VICE JAW REPLACEMENT

Either vise jaw assembly may be replaced at any time. Inspect your vise jaws for uneven clamping and referencing surfaces. Replace when jaws appear worn. Accelerated wear occurs when you clamp double-sided steel keys such as Volkswagen. Clamping pre 1984- 1/2 Ford double-sided keys too far to the right into the vise jaws may cause wear to the left edges of both top and bottom vise jaws. The damage is due to the "wedged" shaped milling of these keys as you approach the bow of the key. This can be observed if you open the vises only enough to insert the key.

WISE JAW REPLACEMENT

Vise jaws (cartridges) are replaced in pairs as an assembly, a matched set consisting of (one top jaw and one bottom jaw); you will need two sets for your key machine. You will disassemble and re-install the old plungers, springs, and screws. Or you can buy a complete set with the plunger, top jaw, bottom jaw, screws and springs. Simply drop the (cartridges) in place, you will need two cartridges. You will reuse your RY2008 Knob with Shaft assy., and the RY82 thrust bearings.

Coat all steel sliding surfaces with a light coating of grease when installing the vises.

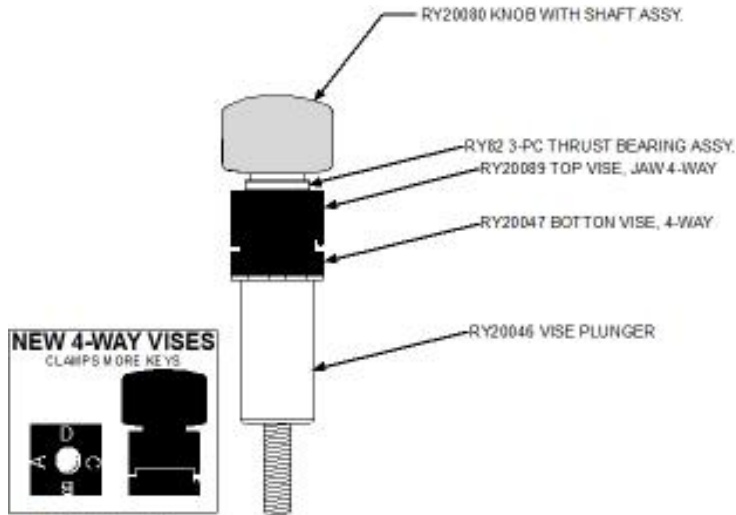


Fig.3

8. TOP SHOULDER KEY GAUGING

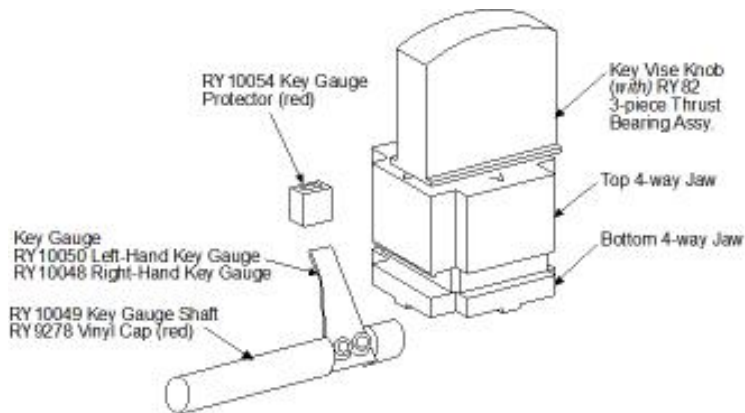


Fig. 4

Standard cylinder keys should always be top shoulder gauged. Use the machine's full-function flip-up key gauges. We do not recommend bottom shoulder gauging because key blank manufacturers do not always maintain a reliable correlation between bottom and top shoulder positions on the key blanks they make.

Always remember to flip DOWN your key gauges before cutting a key. Failure to do will prevent your key machine from cutting the key.

1. CLAMPING KEYS

Open the vise jaws only wide enough to slide the key in. With the key all the way into the “throat” of the vise jaws - put your index finger against the key blade and with moderate force against the key in to the vise jaw, gently slide the key left and right a few times (about 1/8” will do) to “seat” the key into the vise jaws. With the bottom shoulder of a standard cylinder key is about 1/32” away from the edge of the vise jaws **CLAMP** the key with the key clamp knob –continue pressing against the blade of the key with your finger as you tighten the key clamp knob.

When both keys have been properly gauged and clamped in the vise jaws **REMEMBER** to flip down the full-function key gauges before attempting to cut the key. Failure to flip down the key gauges will prevent you key machine from cutting the key.

KEY CLAMPING . . . (Ford double-sided keys)

Keys such as Ford double-sided ignition and door do not have a top shoulder to gauge from.

Open the vise jaws “A” vises **ONLY** enough to slide in the thinnest part of the key. (See Fig. 5 & 6) Slide in the key blank and allow the full thickness “ridge” of the key to contact the face of the vise jaw.

Clamp the key into the vise jaws so that its cuts are approximately centered in the vise jaws.

Ignition key “ridge” will contact the face of the **TOP** vise jaw.

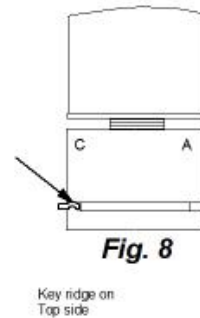
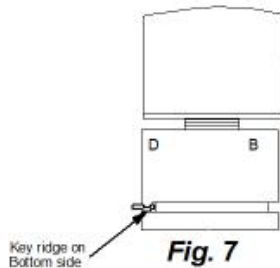
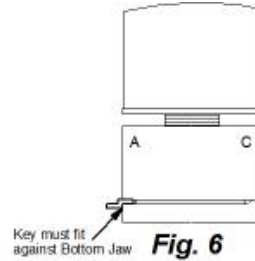
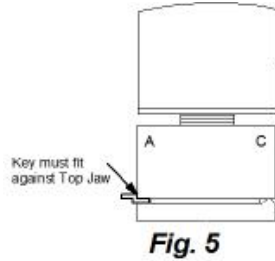
Door and trunk key “ridge” will contact the face of the **BOTTOM** vise jaw. See Fig. 5 & 6 below..

Keys such as Chicago double sided and others should use vises “D” and “C” to clamp into the groove near the center of the blank. (See Fig. 7 & 8)

For Medeco Use “B” side jaws.

TIP OR BEHIND THE TIP KEY GAUGING.

Operate the full-function key gauges by rotating the key gauge shaft toward you - then push to the right on the key gauge shaft while continuing to rotate the key gauge until the key gauge aligns itself with the tip of the key. Or behind the **TIP** as in Best keys.



Always remember to flip **DOWN** your key gauges before cutting a key. Failure to do so will prevent the key from being cut.

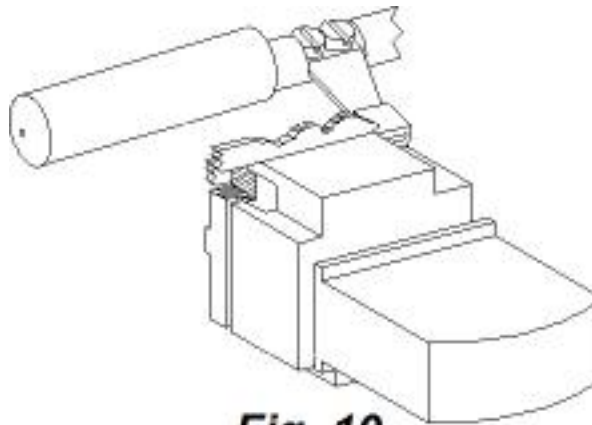


Fig. 10

10. **BEST AND FALCON (BEHIND THE TIP) KEY GAUGING**

These keys must be gauged from a “tip” location that is behind the actual tip of the key. Position the key in the vise so that the “tip” edge of the key is about 1/32” (or less) from the right edge of the vise jaws. Operate the full –function key gauges by rotating the key gauge shaft toward you - then push to the right on the key gauge shaft while continuing to rotate the key gauge shaft until the key gauge slides past the actual tip of the key. Slowly release the key gauge shaft and allow the key gauge to rest on the “tip” location that is behind the actual tip of the key. See figure 11 and figure 12.

Always remember to flip **DOWN** your key gauges before cutting a key. Failure to do so will prevent the key from being cut.

11. **RELEASING THE CARRIAGE**

For safety reasons - releasing the carriage requires two actions. With your right hand, push down gently on the carriage’s large “teardrop” knob just enough to push the carriage down a small distance. While holding the carriage down reach around with your thumb and index finger and grasp the small round black knob and pull it out and hold it there. When the small round black knob is pulled out - gently lift up on the carriage a small distance and **THEN** let go of the small round black knob and continue positioning the carriage where you want it to be (you will want to move the carriage to the beginning of the first cut nearest the bow of the key).

NOTE: You will not be able to pull the small black knob by itself to release the carriage. You must push down on the carriage first – then pull out the small black knob to release the carriage. See figure 11.

ALWAYS REMEMBER to flip down your key gauges before cutting a key. Failure to do so will prevent the key from being cut.

PLEASE. . . DON’T FORGET to turn off your key machine before removing a cut key and reloading another key blank.

LOCK THE CARRIAGE BACK (after cutting a key). Push **DOWN** on the carriage’s large “teardrop” knob until the carriage “clicks” into the locked position.

SWITCH “ON” YOUR MACHINE

The power switch is located at the lower right, front of the machine. See figure 12.

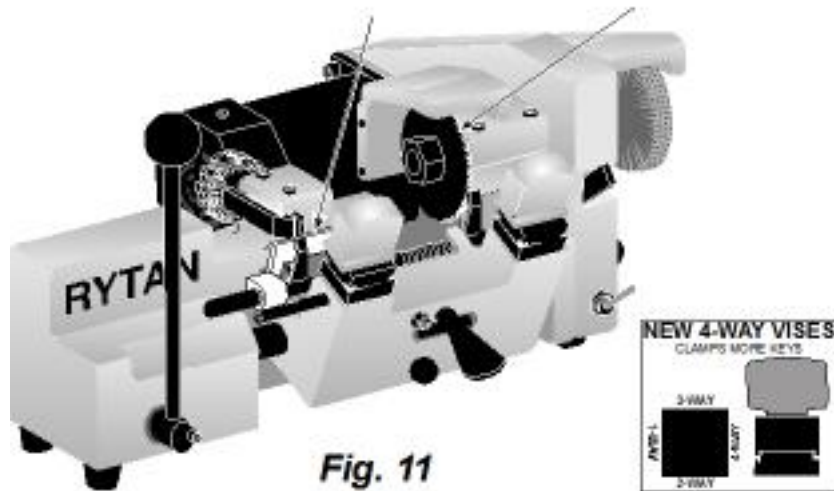


Fig. 11

To switch ON pull the power switch up.

To switch OFF push the power switch DOWN.

12. CUTTER SHAFT LOCK

To remove the cutter you must lock the cutter and cutter shaft in position before using a 1” wrench to remove the cutter.

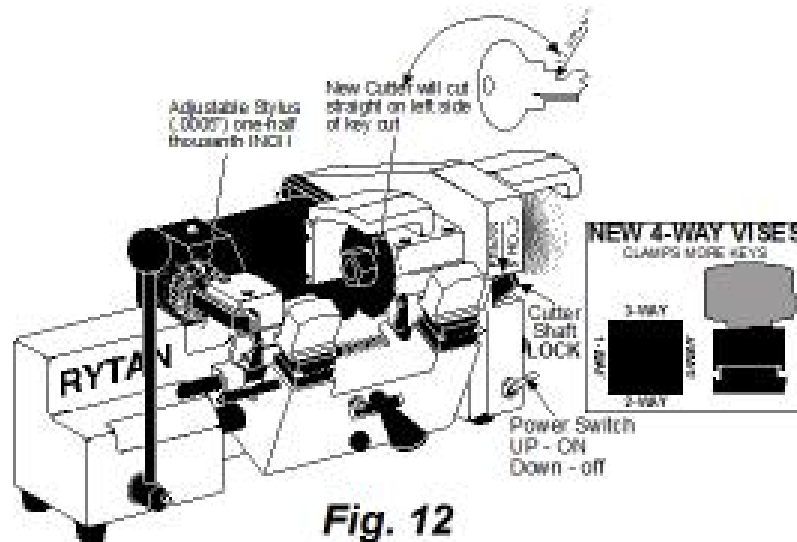


Fig. 12

Press **DOWN** firmly on the cutter shaft lock. While holding the lever down - rotate the cutter by hand until the cutter shaft lock “clicks” in to position. When turning the cutter by hand there is only **ONE** locking position to be found. Once the cutter shaft lock is fully depressed - Hold it there. You may now proceed with removing the cutter shaft lock nut and the cutter.

PLEASE . . . DON'T FORGET to pull **UP** on the cutter shaft lock when you are finished reinstalling the cutter wheel. Pulling **UP** on the cutter shaft lock releases the cutter and the cutter shaft from the locked position. Failure to unlock the cutter when attempting to cut a key may result in no rotation of the cutter. **Please note** - the motor may be powerful enough to slip the belt and permanently damage it by wearing a flat spot on the belt.

13. **REMOVING/REPLACING THE CUTTER**

REMOVING THE CUTTER

The cutter wheel is secured to the cutter shaft with a **LEFT-HAND NUT**. You must turn the nut to the **RIGHT** (facing the cutter wheel) to remove it.

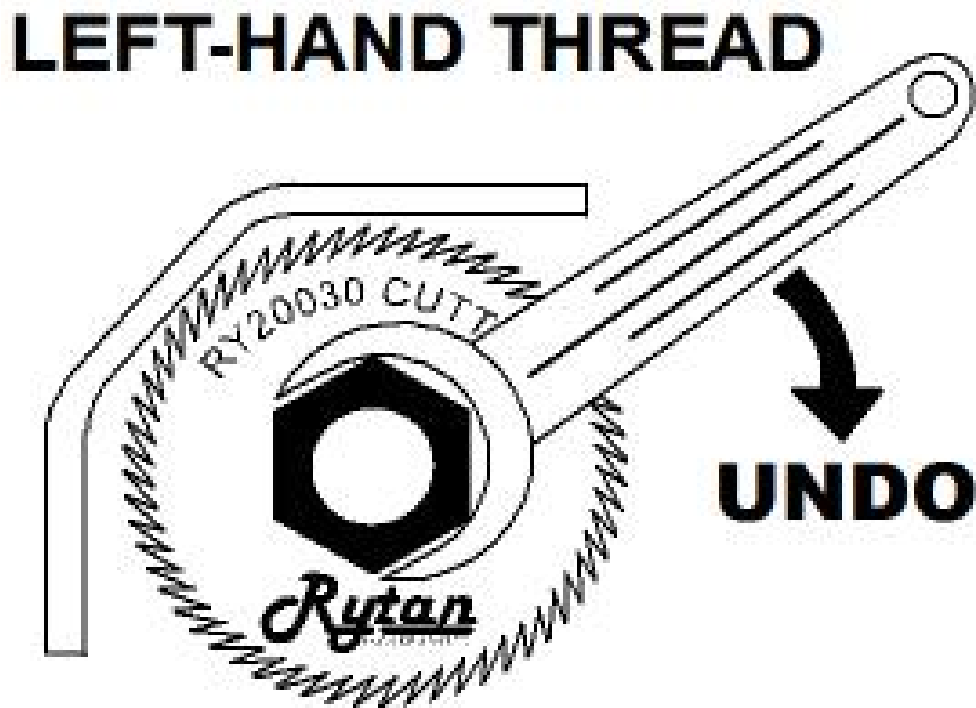


FIG. 13

Remember to LOCK the cutter before removing the cutter wheel.

Use a 1" open-end or hex wrench to remove the Left-Hand Nut. See Fig. 13.

REPLACING THE CUTTER

Before you replace the cutter - clean off any cuttings from the cutter shaft with a clean rag. Apply a small amount of grease to the cutter shaft face, shank, and threads before installing the cutter wheel and Left-Hand Nut.

DON'T OVERTIGHTEN the cutter wheel nut - The Left-Hand Nut is self tightening as you use it. Over tightening the cutter wheel nut may make it harder to remove later and may result in damaging the cutter shaft lock or cutter pulley later when you remove the cutter at a later date.

14. DEPTH ADJUSTMENT

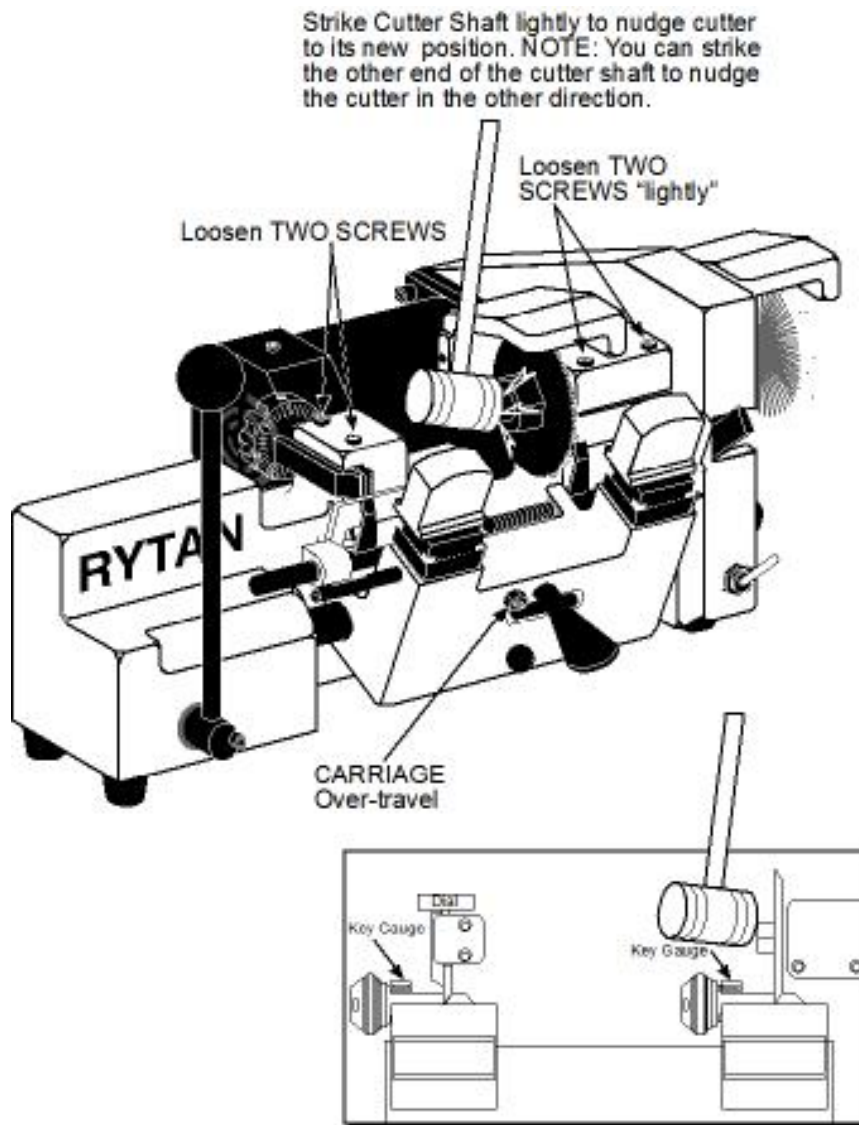


Fig. 14

Depth is adjusted at the back end of the stylus.

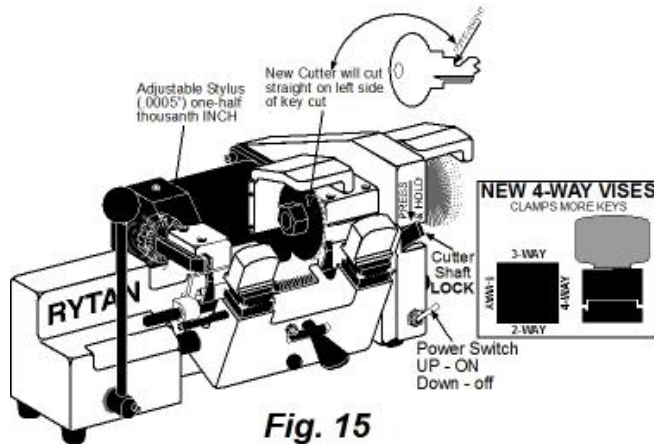


Fig. 15

14. **DEPTH ADJUSTMENT**

To adjust the depth you will need.

- ❖ Piece of writing paper cut to approximately 1" x 4".
- ❖ Two identical key blanks – measure blade width with micrometer or dial calipers and select two that match.

Before you begin please make sure that both vise jaws are in the standard "A" configuration.

Depth is adjusted by moving the stylus forward or backward by means of an adjustment dial located at the back of the stylus.

Secure the two matched key blanks - one in each vise jaw. Please note: Clamp the keys into the vise jaws with about 1/32" gap between the bottom shoulder of the key and the left-side edge of the vise jaws. **DO NOT** bottom shoulder the keys into the vises - there may be a small radius in the corner of the key blank's blade and the bottom shoulder area. Clamping in this area may ANGLE the key blank in the vise and throw off your adjustment by cutting to shallow near the key head.

With the keys clamped in the vises and with the stylus adjusted forward about 1 turn - carefully release the carriage and position it so the key in the left vise jaw LIGHTLY contacts the stylus about in the middle of the key blank's blade.

Observe that the cutter wheel missed the key blank in the right vise by carefully turning the cutter **BACKWARDS** by hand - the cutter teeth should miss the key blank blade. The reason for turning the cutter backwards is to prevent any cutter teeth from removing material off the key blank's blade before you make your adjustments. Turning the cutter backwards will bump the key blank without cutting it - if the stylus was not adjusted forward enough to miss the key blank.

Upon verifying that the cutter wheel misses the key blank – you may switch ON your key machine.

Take the 1" x 4" piece of writing paper you made earlier and hold one end of it between the spinning cutter wheel and the blade of the key blank.

Use your hand to slowly and carefully turn the Dial – at the same time we recommend that you slowly move the 1" x 4" piece of paper from side to side along the blade of the key blank to assist you in detecting when the cutter wheel's teeth first contact the paper. When the cutter wheel first contacts the paper the paper will be shaved almost without any sound – you must back off the stylus very slowly for this to work.

Once you have the cutter wheel touching the paper you may slow down the procedure to very small increments, 1 number at a time - each time moving the piece of paper from side to side in front of the spinning cutter wheel. Stop when the piece of paper is cut through to the last few fibers. You have now accurately adjusted the depth of cut on your key machine.

Verify by switching ON the machine and verifying that the cutter wheel just “ticks” the blade of the key blank. We recommend moving the machine’s “stick-shift” lever very slightly to the right – and at the same time listening to the cutter wheel for the very faint “ticking” sound of the cutter wheel teeth barely grazing the key blank. **DO NOT** go back and forth over the same spot! If you use the same spot more than once your stylus will burnish a spot on the key blank that is ever so slightly lower than the rest of the key blank.

Switch OFF the key machine.

1. SPACE ADJUSTMENT

Never adjust the spacing without first adjusting DEPTH. If the depth adjustment is not right - then spacing will not be right.

Spacing is adjusted by moving the cutter wheel and its cutter shaft assembly left or right. The cutter shaft assembly is secured to the machine’s main housing by two #10 – 32 Allen Socket Head Cap Screws.

To adjust the spacing you will need:

- ❖ 5/32” Allen Hex Wrench
- ❖ Two identical Key Blanks
- ❖ Small Plastic Mallet

Before you begin please make sure that both top vise jaws are in the standard “A” configuration.

Stack the two identical key blanks one on top of each other and clamp them in the right hand vise jaw. Be sure to top shoulder gauge them with the machine’s flip-up full-function key gauges – leave about 1/32” gap between the bottom shoulder of the keys and the left-side edge of the vise jaws. **DO NOT** bottom shoulder the keys into the vise - there may be a small radius in the corner of the key blank’s blade and bottom shoulder area. Clamping in this area may ANGLE the key blank in the vise jaw and throw off your adjustment. There should be NO key blanks in the left vise jaw for this part of the procedure.

DO NOT FORGET to flip down your key gauges. Failure to do so will result in not cutting the key.

Switch ON the key machine and carefully release the carriage and position it so the cutter wheel will make a cut in about the middle of the blade of the key blanks. Hold the machine’s “stick-shift” lever steady and carefully make a straight “V” cut into the two-piece key blank stack about 1/8” deep – it is important to do this operation without moving the carriage sidewise by the slightest amount.

Pull back the carriage to the locked position and switch OFF the key machine.

Remove the two key blanks from the right vise jaw – Do Not Mix Them Up.

Reinstall the TOP key blank in the Right vise jaw with about 1/32” gap between the bottom shoulder of the key and the left-edge of the vise jaw.

Install the BOTTOM key blank in the left vise jaw - flip up the machine’s full-function key gauges and carefully top shoulder guard the left key to the key in the right-hand vise jaw.

Without turning ON the motor, carefully release the carriage and align the left-hand blank’s “V” cut with the machine’s stylus – the “V” cut in the key blank in the right-hand vise jaw should “fall” into place around the “V” profile of the cutter wheel.

Use your hands to carefully turn the cutter wheel **BACKWARDS** to verify that the cutter wheel’s teeth do not touch the “V” cut in the right-hand key blank.

Loosen the two #10 –32 Screws securing the cutter shaft assembly in place using your 5/32” Allen Hex Wrench – Retighten the two screws with MODERATE pressure. You want just enough retightening pressure on the two

screws to keep the cutter shaft assembly in place so you can't move it with your hand – but you can move it with gentle-to-moderate tapping with your small plastic mallet.

Turn the cutter **BACKWARDS** with your hand and observe which way you must move the cutter. Use your small plastic mallet to “nudge” the cutter shaft assembly in the direction you want it to go. It is a good idea to verify the cutter position in the “V” cut in the key after every “tap” of the small plastic mallet. Verify your results by turning the cutter backwards with your hand. Also, verify that the stylus is properly seated in the “V” cut in the left-hand key. Adjust the position of the carriage using the machine's “stick-shift” lever as required to keep the stylus seated in the “V” cut in the key.

Continue with this procedure until you are satisfied with the position of the cutter. Once you are satisfied you may wish to turn ON your key machine and observe the spinning cutter wheel in the “V” cut in the key. This test must only be done AFTER you have turned the cutter wheel backwards by hand and verify that no cutter wheel teeth will contact either side of the “V” cut in the key. With the machine running you may want to slightly “nudge” the spinning cutter a little more before retightening the two #10 –32 screws MODERATELY.

Switch OFF the key machine.

Tighten the two screws using the 5/32” Allen Hex Wrench.

IMPORTANT – Verify that your depth adjustment is correct and readjust if necessary.

16. **KEY GAUGE ADJUSTMENT**

Stack two identical key blanks one on top of the other and clamp in the right-hand vise jaw. Be sure to **BOTTOM SHOULDER GAUGE** them. **DO NOT** use the machine's flip-up full-function key gauges.

There should be **NO** key blank in the left vise jaw for this part of the procedure.

Switch ON the key machine and carefully release the carriage and position it so the cutter wheel will make a cut in about the middle of the blade of the key blanks. Hold the machine's “stick-shift” lever steady and carefully make a straight “V” cut into the two-piece key blank stack - go all the way to the carriage's built-in over-travel stop and move the machine's “stick-shift” lever to the **LEFT** making a wide cut slightly more than 1/4” wide.

Pull the carriage back and **SWITCH OFF** the key machine.

Remove the two key blanks from the right-hand vise jaw.

Reinstall one key blank in the Right vise jaw- use **BOTTOM SHOULDER GAUGING**. **DO NOT** use the machine's flip-up full-function key gauges.

Install the other key blank in the Left vise jaw - use **BOTTOM SHOULDER GAUGING**. **DO NOT** use the machine's flip-up full function key gauges.

NOW flip up the machine's full-function key gauges and place them in the wide grooves cut in the keys. Adjust the key gauges as necessary by loosening the key gauge's fastening screws - retighten the screws when you are finished.

The key gauges now match the spacing of the vise jaws.

You **MUST** verify and readjust, if necessary, the machine's spacing and adjustment.

17. CARRIAGE OVER TRAVEL DEPTH ADJUSTMENT

Your key machine is equipped with a depth over travel device. Its adjustment is important. The over travel device prevents the cutter wheel from cutting into the vise jaws when there are no keys clamped in the machine. Setting the depth over travel device too high will prevent deep cuts from being made - they will not get cut all the way down into the key blank.

To adjust the depth over travel you will need:

- ❖ Slot Head Screwdriver
- ❖ 7/16" Wrench
- ❖ Three pieces of writing paper - cut to approximately 1" x 4" each.

Close both vise jaws without keys in them. Release the carriage and position it so the stylus and cutter wheel are in about the middle of the vise jaws.

Loosen the 7/16" Hex Jam Nut on the front of the carriage.

Loosen the ¼" – 20 slotted screw stud with your screwdriver. About 1 turn should be enough. Observe that the stylus is touching the face of the closed vise jaw.

Gently turn the slotted screw stud with your screwdriver in the clockwise direction and stop when you feel the stud contact the key machine's main housing. There is a 3" long hardened roll pin in the machine's main housing that the slotted screw stud will contact.

Turn the slotted screw stud an additional ¼ turn – after contacting the roll pin the machine's main housing. The thread pitch is 20 which is approximately 12 thousands of an inch per ¼ turn. Tighten the 7/16" Hex Jam Nut on the slotted screw stud - use moderate tightness.

After tightening the 7/16" not - check the gap between the stylus and the face of the closed vise jaws. Use three pieces of 1" x 4" writing paper you made earlier. They equal a combined thickness of about 9 thousandths of an inch. Readjust if necessary.

IMPORTANT: Carriage over travel will work only when adjusted properly. The following things can happen if the adjustment is not done properly.

- a) If adjusted to low your cutter wheel may cut into the right-hand vise jaw.
- b) If adjusted to high your cutter wheel may not cut deep enough when cutting deep cuts in keys.
- c) Carriage over travel will not prevent cutting the right-hand top vise jaw if the top vise jaw has come loose and has moved forward into the cutter. PLEASE check the tightness of the knurled knobs OFTEN.

18. MAINTENANCE

UNPLUG YOUR MACHINE PRIOR TO MAINTENANCE

Your machine is time proven with good design, engineering and modern manufacturing practices. You can service virtually anything on your machine yourself. There are no special tools, fixtures or alignment jigs required to install the parts used in this key machine. Because Rytan manufactures the machines in-house you are assured a supply of new replacement parts and updates for as long as YOU want us to make the machines.

Keep your machine clean and lubricated and it will remain a productive asset to your business for a very long time.

What key machine operators often forget is if the depth adjustment is off by as little as 1-1/2 thousandths of an inch (.0015”) they will accumulate generations. In as little as five generations the key probably won’t work in the lock.

In reality, generation cutting is a representation of the entire key cutting process (key machine, operator, and adjustments) and the results you get are either good or bad – but you don’t learn the reason why you are getting good or bad results. Your results do not indicate the quality of the key machine, the quality of the operator, or the quality of the adjustments made to the machine. All questions remain unanswered.

There is only one way to get good results on a consistent basis. Buy a quality-built heavy-duty key machine, don’t abuse it, and keep it well maintained and adjusted at all times. Keep an eye on cutter sharpness, the integrity of the stylus, the fit of the vise jaws, the fit of the key gauge shaft to the carriage, and the fit of the cutter shaft to the bearings. Any situations in these areas will decrease the performance and accuracy of the machine. When parts start to wear – replace them.

In addition to a quality machine and its maintenance you need an accurate measuring tool such as a dial caliper or key micrometer (preferably mechanical digital).

Measuring True Key Machine Accuracy

The proper way to measure key machine accuracy is to take the key you are going to duplicate from and measure it. Measure each cut from the back edge of the blade of the key. Measure each cut several times and record their average. Compare the results. There is really no substitute for the procedure if you want to make accurate duplicate keys. Generation cutting will not give you meaningful results like this procedure.

19. **TROUBLESHOOTING**

Machine Always Needs Adjustment

There are several things that can cause your machine to need adjustment.

1. Cutter wheel may be dull. This can cause the key to try to “float” and not cut deep enough in the deepest cuts. Replace or sharpen the cutter.
2. Carriage spring may be weak or adjusted to light. Replace the spring or adjust the spring.
3. Stylus may be worn. Check it carefully; if there is a groove worn in the stylus you may get deep and shallow cuts on different brands of keys. For example when cutting Ford double sided keys the ignition key will be cut high on the stylus and the door key will cut low on the stylus – Schlage C keys are cut more in the middle of the stylus. This may seem like an extreme case – but it happens every day. Replace the stylus.
4. Carriage shaft and bearings are worn. Check for excess “wobble”. Replace the carriage shaft and bronze Oilite ® bearings.
5. Cutter shaft bearings are worn. Check for any “wobble” or in-out play. Replace the cutter shaft assembly.
6. One key cuts fine and the next doesn’t. You adjust and readjust all the time. The problem may be the carriage depth over travel adjustment is set too high. This results in the machine’s inability to cut the deepest cuts on a key – but shallower cuts are fine. This symptom is more common than you think. Fix the problem by readjusting the Carriage Over travel Depth Adjustment.
7. Again – one key cuts fine and the next one doesn’t. This time it may be the key gauges. Sometimes key machine operators don’t flip down the full-function key gauges all the way down and the left-hand key gauge CRASHES into the stylus holder and knocks the key gauges out of position. The key they’re cutting is O.K. but the next key they duplicate won’t work in the lock. If you ever CRASH the left-hand key gauge into the stylus holder – fix the key gauges right away. See Key Gauge Adjustment for how to do it.

Keys don’t always work in the lock when gauged off the bottom shoulder stop. This is a common problem caused by the key blank manufacturers. In recent years many of the key blank manufacturers have stopped paying attention to the bottom shoulder stop on most key blanks since they are seldom used by the lock cylinder.

1. We've seen Schlage C key blanks with variations of up to 15 thousandths of an inch (.015") between top and bottom shoulder positions – between keys taken from the same box. It happens more often than you think. The solution? Don't bottom shoulder gauge your keys anymore.

Cutter Stalls Out

There are six possible causes for this problem.

1. You are cutting keys from Tip-to-Bow. This one can fool you if you're not careful. Cutting keys from tip to bow will work when you cut only shallow keys—sometimes a shop can cut keys all day long and never hit upon a key with a deep cut. You think everything is O.K. when all of a sudden your cutter stops dead halfway along the key. The problem? The deep cut put the cutter into the key past the cutter tooth area on the left side of the cutter—you just reinvented the disk brake! **SOLUTION—ALWAYS CUT FROM BOW-TO-TIP.**
2. Oil on the belt and pulleys. Clean the pulleys with safety solvent and install a new drive belt.
3. Left-hand nut securing the cutter wheel isn't tight.
4. Belt tension needs to be increase and/or replaced the drive belt.
5. You're in your service vehicle. You're Redi-Line generator needs repair, or your wiring needs replacing (usually from the battery to the Redi-Line), or your battery is weak. Another possibility is that you've been using a power converter and it is marginal.
6. Your cutter wheel is really dull.

Stylus Shaves Material Off Key

The situation is caused by the fact that the cutter wheel is made to a sharp point and therefore to cut keys accurately the stylus must also be made with a sharp edge. A key blank dragged across a sharp edged stylus has no choice but to scrape material from the key blank. The solution is to lightly "blunt" the sharp edge of the stylus. This has to be done carefully because if the edge of the stylus is blunted to much you will narrow the width of the pin seat somewhere in the middle—if the stylus is sharp it will scrape the key to much, if the stylus is blunted to much it will produce a duplicate key with a slightly narrower pin seat area.

If you're going to cut more than 5 or 10 duplicates off one key we recommend that you make "first" generation keys and then make additional duplicates off of them. For example if you had to make 50 duplicates off the same key you should make 5 or 10 "first" duplicates and make 5 or 10 duplicates off of each of them. This is a classic example of why your key machine should always be maintained in perfect depth and space adjustment.

Cutter Leaves Ridges on Cut Key

This situation is related to the example above. The cutter wheel is made with a dead-sharp edge or point. You will always get ridges on the cut stylus wears—until finally you have to buy a new cutter or get the old cutter resharpened or replace the stylus. When you put on the new or resharpened cutter or stylus you're back to ridges again.

Machine Makes Whirring Sound

There are four possible causes.

1. The sound is coming from the motor. With the machine turned OFF-grab the motor shaft and try to get some movement out of tit when trying to move the shaft up and down. If there is up and down movement the motor ball bearings are worn and the motor will need replacement some time in the future. Please ignore any motor shaft play when pushing or pulling the shaft along its length in and out of the motor—this play is in the motor's spring preloaded ball bearings and is not a sign of bearing wear.
2. Your drive belt is coming apart or is frayed. Replace it.

Your ball bearing cutter wheel shaft assembly is wearing out. With the machine turned OFF—grab the cutter wheel's left-hand nut and try to get some movement out of it. There should be absolutely no movement—if

3. There's movement in the bearings you need to replace the cutter shaft assembly. If there is no movement it may be the other bearing next to the drive pulley—you will have to remove the drive belt to be able to check it out. Another possibility is the way some of the ball bearing cages are made inside the bearings—these ball cages have an assembly opening created at the bearing factory. These bearings sometimes make a slight “ticking” sound. In this case the sound may not be a problem.
4. The machine's cutter shaft lock is partially depressed and is rubbing against the drive pulley. Pull up on the shaft lock knob and the sound should disappear.

Machine Won't Start

There are several things that can cause this besides the obvious—plug in the machine and check the power line.

1. If you are running 12 Volt D.C.—check the fuse and ALL the wiring and connections.
2. Key cuttings in the motor's capacitor. Unplug the machine, remove the capacitor's rubber cover and blow out the chips. Remember to wear safety glasses.
3. Remove the machine's access plate—check the wiring connections and switch. Repair or replace as necessary.
4. Cutter shaft lock is in the locked position.

Cutter Wheel Didn't Seem to Last Long

Several things can cause this to happen.

1. The cutter will last the longest if it only duplicates brass keys.
2. Premium quality Nickel-Silver key blanks are abrasive to the cutter wheel and will dull the cutter more rapidly than brass keys. Here's what you can do to get the maximum life out of your cutter wheel on these premium blanks.
 - a) Duplicate them a little slower. Racing through the job, especially in large rekeying jobs will put more wear on the cutter wheel than going a little slower. The machine's high-speed “stick-shift” feature, extremely powerful motor and extra large diameter cutter are a real temptation to push the machine faster and faster.
 - b) You should charge a little bit more money for cutting premium key blanks and put that difference aside for the purchase of a new cutter.
3. You really cut more keys than you thought you did. Often we calculate how many months the cutter lasted instead of how many keys you cut. If you really want to know how long your cutter lasted—keep an accurate inventory of your key blanks—or put a simple mechanical counter on your key machine and you'll be surprised with results.
4. You cut steel keys. You can cut them, but we don't recommend it. No question about it—steel keys are hard on cutters....period!
5. You cut a beautiful brand new Automotive “Presentation” key that the customer brought in. You cut the key and “toasted” the cutter. What you cut was a Gold plated hardened steel key. They're out there—they were made by mistake sometime ago and they continue to surface from time to time. Best thing to do is:
 - a). Never cut a key that's brought in by your customer. Cut only what you know and make sure it always comes from YOUR inventory.
 - b). Place a small magnet near your key machine. Test any key that's suspicious—if it's magnetic it's not brass or Nickel-Silver...period.

Cutter Wobbles

This situation may be caused by a key cutting on the face of the cutter shaft preventing the cutter wheel from seating properly. Fix it by removing the cutter wheel and cleaning all the surfaces and reinstalling the cutter wheel. If the cutter wheel still wobbles its time to replace the cutter shaft assembly with a new one. REMEMBER: Cutter wheel is secured with a Left-Hand Nut. You must “tighten” to loosen.

Cutter Leaves Big Burrs on Cut Keys

A sharp cutter requires almost no deburring. A dull cutter requires a lot of deburring. A dull cutter seems to make the keys “float” and you’re always “force-feeding” the keys into the stylus and cutter wheel. Replace the cutter or get it resharpened. Call us for resharpening details.

My Resharpened Cutter Doesn’t Work Well

The cutter resharpening service didn’t have it reground – instead you went to a service that used a different means of sharpening such as etching or striking. Simply put... your cutter wheel should always be resharpened by grinding –and you will need a quality service to do it right. Call us for quality resharpening details.

I’m Mobile and My Power Converter Won’t Work

Your 115 VAC motor needs a mobile generator to work properly. Power Converters work fine on electric drills, TV’s and radios. Many split phase capacitor motors do not work well on some power converters. Buy a Redi-Line or similar motor/generator and you’ll get the performance you need.

I’m Mobile and My Machine Won’t Cut Keys

You have your 12 Volt D.C, motor wired in reverse or you are using a small wire gauge. Reverse the wiring connections and/or use heavier wire such as 14 Gauge or heavier.

I’m Mobile and I Keep Breaking Shoulder Screws in My “Stick-Shift” Linkages

This situation is caused by a combination of the weight of your carriage (about 9 pounds) in the locked back position and aggravated by the bouncing around of the service vehicle driving on the roads. You can fix the situation once and for all by releasing the carriage when it’s not in use – put a piece of heavy cardboard, a small piece of wood or even a piece of indoor/outdoor carpet

WHEN DO I REPLACE. . .

- a) Replace the **cutter wheel** when deburring the key seems to take longer than normal. Replace the cutter wheel when you find yourself “assisting” or “force-feeding” the carriage more often, especially in deep cuts. **NOTE:** Rytan’s key machine cutter can be resharpened. Call us for details.
- b) Resharpen your cutters in sets. Store your old cutters until you’ve accumulated at least three cutters – then call us about resharpening them to all the same size. When you have them all resharpened to the same size you will have to readjust your key machine only ONCE for all your resharpened cutters.
- c) Replace your key machine’s **stylus** when you can see a worn spot such as a slight groove and/or excessive rounding of the otherwise sharp stylus.
- d) Replace **visé jaws** when the edges become rounded, flaired, mushroomed or when you’ve cut into them too many times.
- e) Replace the **key gauge shaft** and/or **carriage** when the key gauge shaft wobbles in the carriage excessively.
- f) Replace the **carriage shaft** and **bronze Oilite® bearings** when you can wobble them beyond “just noticeable”.
- g) Replace the **drive belt** yearly if you use the machine a lot. Every 3-5 years if you have a low volume shop.
- h) Replace the **cutter shaft** assembly when you hear a whirring, grinding or buzzing sound (do not mistake the drive belt sound) or when you can feel any movement in the cutter shaft assembly when you test it.
- i) Replace the **power switch** if you accidentally bump it, or hit it, or drop something on it.
- j) Replace the **power cord** when it begins to show signs of wear or cracking. If your machine is 5 years old or more you should consider replacing it just in case for safety reasons.

HOW DO I REPLACE. . . UNPLUG MACHINE BEFORE REPLACING PARTS

The Stylus

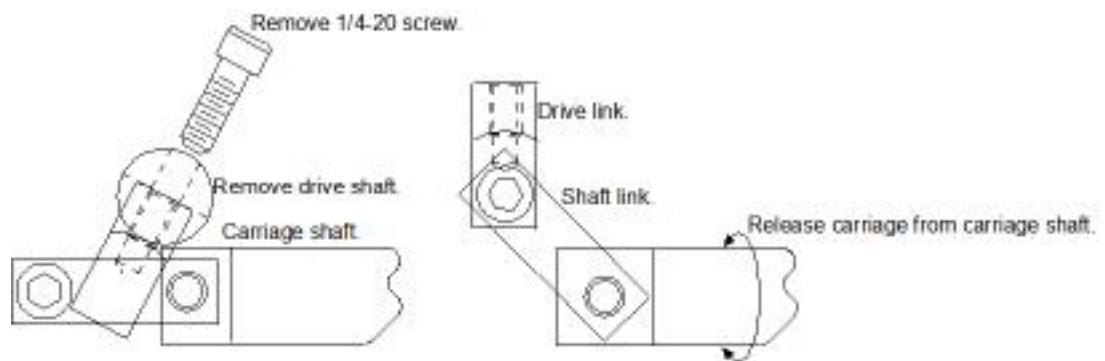
Loosen the two #10-32 socket head cap screws on top of the stylus holder with a 5/32" Allen hex wrench. Pull out the stylus and reinstall a new one. Be sure to place the groove near the back end of the stylus on to the right side of the machine. Make sure you cannot wobble the stylus from side-to-side with your hand.

The Cutter Shaft

Remove the left-hand nut and cutter wheel. Remove the access plate and wire brush if installed on your RY200 and loosen the four motor mounting screws to loosen the drive belt. Loosen the two #10-32 socket head cap screws located on the top front edge of the cutter head – use your 3/16" Allen hex wrench. Loosen them about 1 full turn each.

Pull out the entire cutter shaft assembly and replace with a new one. Reassemble in the reverse order from above.

The Carriage Spring



Turn the machine over on a piece of thick carpet (you don't want to damage the power switch located on the front of the machine). Use your 3/16" Allen hex wrench and remove the 1/4-20 x 3/4" long socket head cap screw that secures the linkage to the "stick-shift" lever's drive shaft. Drop the linkage assembly and pull out the "stick-shift" lever and drive shaft assembly. Leave the two piece linkage assembly attached to the carriage shaft.

If your carriage spring is still attached – firmly grasp the linkages with your left hand and use the linkages as a lever to hold the carriage shaft from turning when you release the carriage. With your right hand release the carriage in the same way you would do if you were going to cut a key. This will require a bit of muscle in your left hand because you're trying to hold onto the linkages while trying to release the carriage against the carriage spring at the same time.

When you've released the carriage you will notice that everything got easy all of a sudden and the carriage spring will probably fall out by itself. At the bottom of the carriage there is a 1/4" wide slot with a pin in it – use a small hammer and drive the pin to nearly flush with the bottom of the carriage.

From the front of the carriage install a new carriage spring and reinstall the retaining pin - the retaining pin will lay in a milled groove on the face of the carriage. Hold the spring and its pin in place and manipulate the other end of the carriage spring onto the 1/4" diameter grooved pin going through the carriage shaft. If the spring won't reach to the pin you have your carriage in the locked back position - release the carriage and manipulate the carriage and carriage shaft (hold onto the linkages like you did before when you released the carriage) until the end of the carriage spring can be fitted over the 1/4" diameter grooved pin.

Now holding the linkages attached to the carriage shaft with your left hand at the same time holding the carriage spring and retaining pin in place with your right hand – cock the carriage back to its locked back position. Once again you will need some muscle power to hold onto the linkages attached to the carriage shaft to keep the shaft from turning. Once the carriage is in the locked back position everything gets easy again

Reinstall the “stick-shift” and drive shaft assembly and reattach the two piece drive shaft linkage and you’re almost done.

Turn the machine back onto its feet and observe the carriage spring attached to the ¼” diameter grooved pin driven into the carriage shaft. Take your small hammer and a steel rod or drift and drive the pin back into the carriage shaft. Stop when the bottom edge of the carriage spring almost touches the carriage shaft.

Test the operation of the carriage and the “feel” of the carriage spring. If the carriage spring seems a bit too strong – drive the grooved spring pin retaining pin in a little bit further. If the carriage seems a bit too weak - drive the grooved spring retaining pin up (from the bottom of the machine) a little bit further. Test the carriage again.

The Carriage Shaft and Bronze Oilite® Bearings

Refer to the first part of The Carriage Spring to disconnect the linkages and remove the “stick-shift” lever assembly and the carriage spring. Remove the linkages from the carriage shaft using a 1/8” Allen Hex Wrench to remove the shoulder bolt.

Drive the ¼” diameter carriage shaft pin used to retain the carriage and the carriage pin.

Look down onto the carriage shaft from the top of the carriage and lightly file the ¼” diameter hole where the grooved pin was - the knurled section of the pin probably raised up small burrs on the edge of the hole which might damage the carriage when the shaft is pulled out of the carriage. Also turn the carriage shaft and expose the milled notch in the carriage shaft where the carriage release mechanism locked the carriage back. The constant locking back and unlocking of the carriage probably raised up a burr on the shaft at the edge of the milled notch – remove any burr you may find in this area with your file before trying to remove the carriage shaft.

Pull out the Carriage Shaft.

Use a piece of 1” diameter hard wood dowel purchased from your local hardware store. Cut off a piece about 6” long and use it to pound out the bearings with a hammer.

Cut off a piece of 1” diameter hard wood dowel about 1 foot long and trim one end to ¾” diameter about ½” long - to fit onto the new bronze Oilite® bearing.

From the right side of the machine push the 1” hardwood dowel through the 1” diameter bearing hole – go almost all the way through to the left side of the machine where the first bearing will be installed. Slip the new bronze Oilite® bearing onto the modified end of the dowel and position the bearing onto the 1” diameter hole. Notice the dowel pin going through the first hole and the bearing sitting at the entrance of the 1” diameter hole act on their behalf for their own alignment. Use your hammer to pound on the end of the dowel and drive the bronze Oilite® bearing into its hole. Remove the dowel and insert the new carriage shaft – leave the end of the carriage shaft extended about ½” out of the right-side bearing hole and place your second bearing onto this shaft. Notice that the carriage shaft now acts as an alignment guide for the second bearing. Use your 6” piece of 1” diameter hardwood dowel and your hammer to pound in this bronze Oilite® bearing.

Test to see if the new carriage shaft slides between the two bearings. If you were careful and pounded them in straight you should be able to continue with the rest of the reassembly right away. If the carriage shaft is just a little stiff you can probably leave it alone and let it work itself in over time. If the carriage shaft seems to be tight then use a medium size plastic mallet and tap on the shaft in all directions accessible to “settle” in the bearings. Stop when the carriage shaft gets just loose enough to use.

Reassemble in the reverse order and refer to section in this manual titled HOW DO I REPLACE. . . The Carriage Spring and complete your assembly.

You should recheck the depth, depth overtravel and space adjustments on your machine and readjust as necessary.

WHY DID WE DO IT THAT WAY . . .

Key Gauges

We are often asked why we didn't make our key gauges flip down automatically when the carriage is released. It's a good question and deserves answering. We chose full-function key gauges instead. We're committed to incorporate unique and useful features into our products wherever we can. We felt that if we could incorporate a built-in key gauging system that worked for almost all the key gauging requirements you would benefit more from this than having ordinary top shoulder key gauges that automatically flip-away when the carriage is released. Think about it – three key gauging possibilities that don't flip away automatically verses only one key gauging possibility that does flip away.

Why Such a Big Cutter

The bigger the cutter the less noticeable the radius is in the pin seat area of the duplicated key.

Why Did We Change to an Unusual 4-way Vise Jaw Design

We built these vise jaws in a way that resembles a machine shop milling machine vise. And we did it with Cartridges instead of individual pieces. No milling machine vises uses a pivoting action jaw - parts would be flying out all the time! With a pivoting action jaw you only have one theoretical size thickness that will clamp properly.

We wanted the movable vise jaw attached to a very large diameter, very long piston to keep the jaws from tipping. We wanted a vise jaw design that would clamp straight all the time . . . period. The only place with enough room to do it was below the vise jaws and in the carriage.

Why Didn't We Use Gears to Drive the Carriage Left and Right

Gears are pumps – on a key machine they pump dirt and key cuttings. Gears get crunchy - our linkages do not!

Why Aren't the Vise Jaws Hardened

Simple - miss-adjust your key machine and waste the cutter. Our vise jaws are made from machineable steel so you won't ruin your cutter if you make a mistake. The vise jaws last a long time.

Why Not Use a Less Expensive Motor and Save Money

Our "stick-shift" machine is the fastest machine you can own - you need a lot of power to keep that big cutter going when you "wail" through a key. Low cost motors either won't have the power you will need or they won't work efficiently on a Redi-Line® power generator in your service truck or van. Your machine is equipped with the most powerful motor you can get and it works well on a Redi-Line® generator.

Why is the Machine As Big As It Is, You Could Make is Smaller

The machine is built big, and strong, and rigid. It is built to support the size of the Human Body – It Is Built To Last.

20. **CUSTOMER INFORMATION**

Rytan, Inc. provides the following information on warranty and service for the RY200 key duplicating machine:

Warranty Registration

The Warranty Registration Form must be filled out and mailed to Rytan, Inc. within TEN days of date of purchase. Failure to do so will VOID the warranty.

Payment of Shipping and Handling Charges

Payment of all shipping and handling charges are the customer's responsibility for all warranty work and for all service work.

Factory Authorization

You must contact the factory before sending a machine for warranty work or for service work.

**YOU MAY CALL US TOLL FREE
(800) 447-9826
9:00 a.m. – 4:30 p.m. Pacific Time
Monday through Friday**

We Thank You...

We thank you for your continued interest in Rytan quality made products. We appreciate and respect the confidence you have shown in us. From your early support through purchasing our first products made back in 1983 we have created many innovative products, which you use on a daily basis in your business. Many of our innovative products have come from friends and associates in the Locksmith and Locksmith Distribution businesses who sincerely want us to be here to serve their industry.

The successful ergonomic handled lock picks and all of the standard, unique and miniature lock pick blades were created from a desire to make the best possible lock picking instruments in the industry. The curved ergonomic handle was inspired by the famous Buck Knife. The Rytan Riffle Pick, Diamond-Hook, Hi-Lo Modified Full Rake and all the Miniature pick blades are, and always be, uniquely ours. Did you know that once you become accustomed to the comfort and “feel” of the Rytan curved pick handle it is hard to go back to the straight handle again!

The inspiration for the famous Rytan RY57 push button Plug Spinner came from our knowledge of the old “knuckle buster” plug spinner that used a wind-up spring. We designed our RY57 Plug Spinner with a push button to release a torsion spring that could not turn more than a half turn in either direction. It saved your knuckles from being bashed and gave us a reputation that carries your endorsement by the very fact that we have sold many tens of thousands of these fine tools. In fact this original all metal RY57 has encouraged us to develop the NEW RY5798 low cost plug spinner developed in 1998!

In late 1984 there was a problem with the 1984-1/2 Ford double-sided ignition locks with a side-bar. The only practical way to get through the lock was to drill the side-bar or use try-out keys. Existing drill tools at the time were cheaply made and try-out key codes were selling for a rip-off price of \$100 or more! We responded by designing and building the first heavy-duty “real” drill tool to drill out the side-bar and we gave away the try-out key codes for free with the price of the RY25 Ford Drill Tool.

It was the profits earned by our Locksmith tool sales that we reinvested into the famous RY100 heavy-duty key-duplicating machine:

The RY256 & ry456 key machine that also does Medeco® key duplication.

The RY45 & ry65 manual key duplicator.

The NEW

Portable RY2000 “DUAL” punch machine that can be set up for Schlage, Kwikset, I-Core and others.

AND THIS NEW RY200 KEY DUPLICATOR WITH ITS UNIQUE 4-WAY VISE JAWS!

Upon its introduction many years ago at the Los Angeles ALOA Convention our original RY100 key machine took the show by storm and sold more machines at its introduction than any other key machine in history.

Your new RY200 key machine is built on the original foundation of our famous RY100 Key Machine that was introduced in 1983, with a new cutter wheel and stylus that can cut keys like GM and Kwikset Titan keys with an almost straight first cut, without affecting the cutting of the rest of the key. The new RY200 comes with all-new 4-way Vise Jaws that can be replaced as simple drop-in cartridges when required. And it is equipped with our new Micro-Adjust stylus that can adjust your stylus to better than 1-2 thousandths of an inch (.0005”) at any time – and your machine can be returned to its original position just as fast!

We like what we are doing. We have proven we are good at what we do. And we keep on going...