



www.callas-audio.nl

Thank you for interest in the Callas Platine Modification kit.

Callas-Audio is a one-man business in the Netherlands with a long term background in aviation / automotive mechanics and engineering. We have our own workshop, and nicely equipped. Proud owner of the Platine Verdier TT for 30 years now and besides the great deal of amplifiers, CD players and phono stages which came and went, the Platine Verdier has never felt needing replacement. Monsieur Verdier said: *"You do not buy my turntable, you get married to it"*. We are happily married ever since and the love continues.

La Platine has always been subject of modifications to many. Some modifications are worth while, others questionable and some are a waste of money and time in our view. Most place strong emphasis on a certain aspect, but wholly forget other parameters. Sometimes even bold claims are being made, especially at the internet. 'The Magnets cause Cancer'.. From our experience it is all of these little improvements and modifications added together which bring La Platine to a the level it was intended. Any Platine is only the basis for a great –or not so great- arm and cartridge combination. We assure that the final performance of La Platine will compete with any extravagant TT out there costing many times more. But unlike some other luxury TT, La Platine needs some more attention and understanding.





Design principles on the spindle and bearing.

The brilliant idea of the levitated platter has seen light in 1979 or around that time. There are many thoughts being put out on principles of La Platine, how to adjust the spindle, and using the ball or not.. We see it this way:

The spindle ball should touch the platter, but must not carry any weight.

The solution for that is actually incorporated within the stock Platine. During assembly one tightens the setscrew just so that the spindle can slide down if the platter is put on the spindle ball. Then once more remove the platter and fully tighten the setscrew to finally secure the spindle. After this it's a case of luck whether the ball does or does not touch. And one may find himself lifting the platter many times. A great workout indeed..

With the Callas Platine modkit it is visibly sure *if* and *when* the spindle ball touches the platter. After instalment (as per manual supplied with the kit) one is able to control within 1/100th of a millimetre the moment the spindle ball touches the platter no matter what ambient temperature. With this precision the hit and miss scenario is a thing of the past.

The centering of the lower magnet.

With the kit comes a new spindle and bearing assembly.

It has different measurements, and so we brought another solution to a flaw in the stock design.

With the stock bearing assembly the lower magnet could not be precisely centered as opposed to the upper magnet. With the Callas modification kit this has been solved too. With the precisely machined play between shaft and bore the measured axial unevenness at the periphery is bettered by 0.07mm.



The ancillaries that comes with the kit.

The Callas Ebony wood 3 piece set that comes with the kit has to be placed under the Platine base. Together with the Transrotor Lang polished rubber belt this gives a much better pace and timing. The new speed stability is no less than surprising. This is all the more obvious with piano recordings (and backed up with the brilliant Feickert Adjust+ pro software: 0,06% weighted - 0,015% un-weighted speed deviation).

With Schroder arms and specifically the Kuzma Airline the Callas Modkit is a must.

We strongly advise to not put the Airline on a stock spring suspended Platine.

There are many negative aspects with using the stock linen tread.

That's just the reason some La Platine owners find the tape drive so much better.

But it's not about another motor drive or the tape drive. The tape drive greatly advances the **rigidity** between the motor drive and La Platine. That rigidity is a very good thing but better to be achieved in the beginning, not as a band-aid.

FAQ.

Q: The kit contains a lot of parts; I'm not an expert technician.

A: Yes there are a lot of special parts, but once assembled as per manual it is easy to understand what goes where, and what does what. There is a step-by-step manual supplied with photos per section. Very Analogue like..

Q: I understand the kit clearly, but I see a drill?

A: it is indeed part of the installation procedure to *enlarge* the stock 10mm hole to 17mm. There is a special drill supplied with the kit. If you can manage a good electrical drill, you can do this. If you got two left hands, ask a handyman audio buddy.

Q: is the modification reversible?

A: yes it is, we can supply a custom made washer at no charge to accommodate the stock 10mm hex bolt again should you ever wish to go stock. We assure you do not want to go stock again!

Q: if I'm left with questions during assembly, can I call or email you?

A: yes we are here to help, we speak English and German, and we check our email several times a day.

Q: how can I be sure the improvements as claimed are solid claims?

A: we enjoy our Platine for 30 years now, we started modifying ours some 20 years ago and gradually improved and tinkered with every part till it worked fine and looked good too. The performance gains are easy to hear compared to the stock Platine. The gain in speed stability, and PRaT is very clear. It get's close to RTR experience -with superb Vinyl that is-.

Q: is there any special maintenance required after modification?

A: a clean up and fresh oil on the bearing once a year is fine.

Q: do I need to clean the rubber belt?

A: yes a clean up with warm soapy water is ok, let it dry out and apply some light baby chalk powder on it. Thoroughly cleaning the motor V pulley with alcohol is recommended anytime. Any small debris there does affect speed stability.

Q: why not the linen tread?

A: the linen tread has many disadvantages. It has a knot. It gets worn out quite fast. It stretches all the time. It is very sensitive to temperature and moisture. It collects dust and muddies up the V pulley at the motor, which causes speed bumps. these things add up!

Q: why not using the stock Verdier rubber o-ring then?

A: the stock o-ring is an industry rubber, which is not polished, and has a typical elastic property. it has a tendency to vibrate longitudinal and causes jerking. The special Transrotor Lang belt we supply is perfectly polished and the rubber mixture causes a negligible vibration.

Q: the modkit spindle is longer I see.

A: yes it is, this way there is more support area.

Q: can I use any light oil, or motor oil in the future?

A: please stick to the supplied VdHul oil, it is specially formulated for this kit since the bearing play is tighter.

Q: the Verdier oil seems to be special, and I cannot buy it anywhere.

A: the Verdier oil as supplied is Rocol oil, this is formulated oil for machinist work – tapping, milling- for lathes and the like.

Q: why the white ceramic ball?

A: this special UK sourced ceramic ball gives less friction, weighs less and the properties of ceramic give less noise.

Q: what position is best for the motor drive opposed to the Platine base?

A: in **any case** put it as close to the base as possible. every inch further away causes more jerking and gives more speed instability. This is easily measured with Feickert Adjust+ software.

Q: where do I put the 3 Callas Ebony wood blocks?

A: put two Callas Ebony at the arm side, and one at the motor drive side.

Q: what record mat do you use?

A: after many, we like the Boston Graphite the most.

Q: what can I expect sound-wise if all these mod's are done opposed to a stock Platine?

A: The sound as a whole will mostly be the cart / arm combination, and the TT itself (in ideal world) must offer a platform which induces no any negatives. And that is exactly the experience. As backed up by many audiophile visitors, there is a strong sense of, quote:

“ We look at La Platine and see it spinning, but when listening it is not there, it is gone”.

Once again, and we cannot overstate this: it is all these modifications added together which brings a better performance level. it's all basic engineering combined with years of experience.

Last but not least, we want to express our sincere thankfulness to

Monsieur J.C. Verdier.

“ You do not buy my turntable, you get married to it.. “

Keep spinning.

Rudolf R Ploeger

info@callas-audio.nl

©Callas-Audio 2002/2024 The Netherlands

