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TELETYPE

PRINTING TELEGRAPH SYSTEMS

ADJUSTMENTS

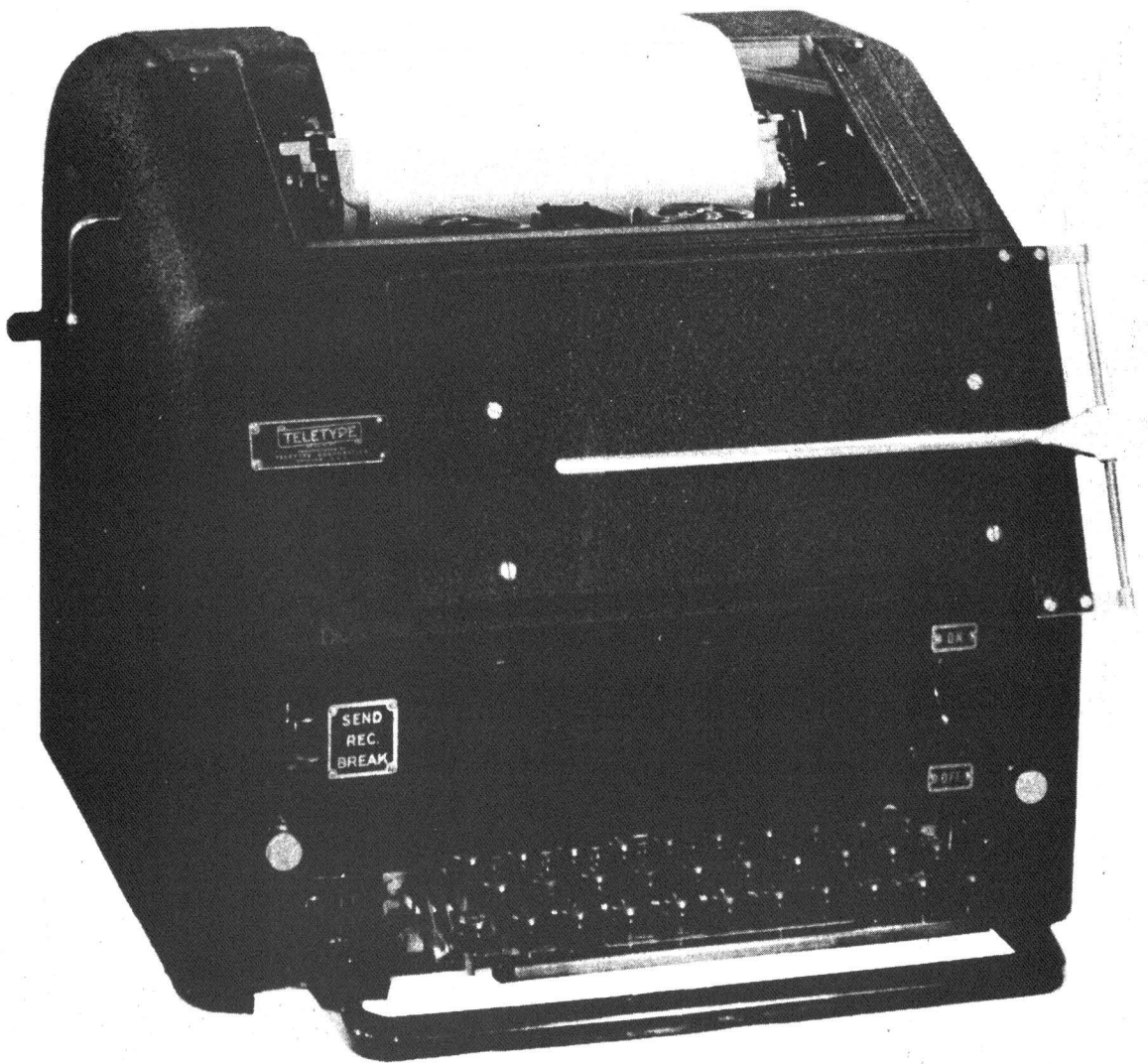
TYPEBAR PAGE PRINTER

MODEL 15

6
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127



INCORPORATED
CORPORATION
SUBSIDIARY OF
Western Electric Company
CHICAGO, U.S.A.



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ADJUSTMENTS

GENERAL

This bulletin contains requirements and adjusting procedures for the maintenance of Model 15 printers. Adjustments are arranged in a sequence that would be followed if a complete readjustment of a unit were undertaken. In following such a procedure, parts or assemblies which are removed to facilitate adjustment should not be replaced until all other adjustments are made which would be facilitated by the removal of these parts. If one adjustment is changed, related adjustments should be checked because a change in one adjustment may affect related adjustments. These facts should be kept in mind when a single adjustment is to be made.

The spring tension values given in this bulletin are scale readings which should be obtained when Teletype scales are used as specified. Springs which do not meet the requirements specified and for which no adjusting procedure is given should be replaced by new springs. Ordering information may be obtained from the Teletype parts bulletin.

Before proceeding to adjust any part, read the description of the adjustment carefully. After the adjustment is completed, be sure to tighten any screws or nuts which may have been loosened. If a part that is mounted on shims is to be dismantled, the number of shims used at each of its mounting screws should be noted so that the same shim pile-ups can be replaced when the part is remounted.

Care should be exercised in removing or installing the cover to avoid damaging parts in close proximity. As a precaution, raise or lower the cover slowly with a vertical movement.

NOTE: In all figures of this bulletin, fixed pivot points are designated by solid black circles.

MISCELLANEOUS INSTRUCTIONS

TO ADJUST MOTOR SPEED

Synchronous motors do not require governors because they are constant speed motors. The speed of a governed motor may be checked by viewing the target on the motor governor through the vibrating shutters of a speed indicator (tuning fork) provided for this purpose.

With the motor running and the target well illuminated, tap the speed indicator lightly to make it vibrate and hold it so that the shutters are close to the eye. If the motor is running at the correct speed, the target will appear stationary. If the motor speed is too fast, the target will appear to be moving in the direction of rotation; and if too slow, in the opposite direction.

NOTE: There is a possibility of setting the speed incorrectly, due to getting a speed multiple; i.e., the speed could be half the desired

speed, or two-thirds the speed, or some other multiple, even though the spots appeared to be stationary when viewed through the speed indicator shutters. This should be kept in mind if trouble is experienced in the operation of the unit.

When increasing or decreasing the motor speed, the speed adjusting lever or the governor adjusting bracket, respectively, should be momentarily depressed. See Figure 83 for location of parts.

TO MEASURE RECEIVING RANGE

Mounted on the left end of the main shaft of the printer is the range finder assembly which is used for the purpose of orientating the selector to the incoming signals.

Before proceeding to measure the receiving range on a unit equipped with a pulling magnet selector, turn the selector armature spring adjusting screw to a position where it will require 6 to 6-3/8 ozs.* to stretch the armature spring to its position length. Then transmit RY (the letters R Y sent alternately) to the printer continually while the receiving range is being determined. The range may be taken as follows:

- (*) If unit is equipped with a holding magnet selector, see Armature Lever Spring Tension Adjustment on Page 25.

While RY is being received, loosen the index arm thumb screw and shift the index arm of the range finder toward 0 until errors appear in the copy. Then move the arm back slowly until errors no longer appear; at least 72 characters should be received without error. This position indicates one limit of the orientation range. Note the position of the index arm on the scale. Determine the opposite end of the receiving range by repeating the foregoing procedure with the index arm near the opposite end of the scale. After the two limits of the receiving range have been found, set the index arm of the range scale midway between these two points.

NOTE: If facilities for transmitting biased test signals to the receiving unit are available, the index arm should be set at the optimum setting for the reception of biased signals.

THE FOLLOWING PARAGRAPH APPLIES ONLY TO UNITS EQUIPPED WITH PULLING MAGNET SELECTORS CONNECTED DIRECTLY (NO LINE RELAY) INTO A LINE CIRCUIT WITH BIASED SIGNALS.

Turn the armature spring adjusting screw in a clockwise direction until errors appear in the copy. Then, from this point, count the number of turns the adjusting screw can be turned in a counter-clockwise direction before errors again appear in the copy. Turn the adjusting screw backward (clockwise) half this number of turns to a point midway between the two failing points, or the middle of the armature spring range, and lock the adjusting screw with its lock nut. If no errors appear in the copy throughout the entire range of the spring, set the spring tension at 6 to 6-3/8 ozs. and lock the adjusting screw. The orientation range should be rechecked after the armature spring range has been determined.

TO SELECT A CHARACTER OR A FUNCTION

When the text of any adjustment in this bulletin specifies the setting up of a certain character or function, the following method should be used:

Rotate the main shaft until the printing bail is in its extreme rear position. Hold the front edges of those vanes down which correspond with the MARKING impulses of the combination (see Figure 1 for code chart or code combinations) to be set up. Then rotate the main shaft in accordance with the instructions outlined in that particular adjustment.

TYPING UNIT

INSTRUCTIONS FOR REMOVING THE TYPE BAR CARRIAGE FROM THE TYPING UNIT

Operate the carriage return lock bar (Figure 60B), and move the carriage to the extreme right. Operate the dashpot lever (Figure 60B), locking the carriage in this position. Hold the carriage return spring drum so that the spring cannot unwind. Then unhook the draw strap from the carriage and hook the eyelet of the strap onto the margin bell hammer spring post (Figure 58). Move the right margin adjusting screw arm (Figure 18) to the rear. Operate the carriage return lock bar again and remove the carriage by sliding it off to the right.

PLUNGER GUIDE ROLLER BRACKET ADJUSTMENT (Figure 2) See Note (A)

There should be not more than .010" clearance between either the right or left end of the pull bar bail and the stripper plate (Figure 5) when the bail is moved to its extreme forward position. Also, the flanged guide roller should be parallel, or within .002" of being parallel, to the surface of the plunger, and both guide rollers should rotate freely.

To adjust the position of the pull bar bail with relation to the stripper plate, loosen the plunger guide roller bracket mounting screws and move the bracket to the right or left. To adjust the flanged roller with relation to the plunger, move the roller end of the bracket up or down with the mounting screws friction tight. Tighten the mounting screws.

PLUNGER ROLLER ECCENTRIC MOUNTING STUD ADJUSTMENT (Figure 2) See Note (A)

There should be some play, not more than .004", between the pull bar bail plunger and the rollers. Check for this play throughout the entire travel of the plunger. Adjust the position of the eccentric mounting stud to obtain this requirement.

* * *

(A) These requirements should be checked with the type bar carriage removed.

IN ORDER TO CHECK THE TWO FOLLOWING REQUIREMENTS, THE TYPE BAR SEGMENT ASSEMBLY SHOULD BE REMOVED AS FOLLOWS:

Remove the type bar backstop (Figure 7), unhook the ribbon carrier from the ribbon oscillator lever (Figure 12), and remove the type bar segment mounting screws (Figure 3). Hold the pull bars out of engagement with the code bar mounting plate (as an aid, use a piece of string or wire under the pull bars), and slide the assembly forward.

FULL BAR SPRING TENSION (Figure 3) See Notes (A) and (B)

With any spring unhooked from its pull bar, hook an 8 oz. scale in the spring eye and pull vertically. It should require 2-1/2 to 3-1/2 ozs. to pull the spring to its position length. Replace the spring.

RIBBON FEED PAWL SPRING TENSION (Figure 4) See Notes (A) and (B)

With the pull bar bail in its extreme rear position and the carriage held in its normal position, unhook the ribbon feed pawl spring from its post. With an 8 oz. scale held in a horizontal position and hooked in the spring eye, it should require 2-1/4 to 3-1/4 ozs. to pull the spring to its position length. Replace spring.

REPLACE THE TYPE BAR SEGMENT ASSEMBLY, THE TYPE BAR BACKSTOP, AND THE RIBBON CARRIER.

NOTE: Care should be taken to locate the ribbon lockout bar and detent spring (Figure 15), and the ribbon oscillator lever (Figure 13) in their respective slots.

FULL BAR GUIDE ADJUSTMENT (Figure 5)

With the pull bar bail in its extreme rear position, move the code bars to the right. Then move the pull bar bail opposite the pull bar humps. There should be .008" to .020" clearance between the humps on all pull bars (except the blank pull bar) and the pull bar bail. With the code bars moved to the left position, there should be a like clearance between the blank pull bar hump and the pull bar bail.

NOTE: When checking this adjustment, all the play of the pull bar bail should be taken up in a direction to make the clearance a minimum.

To adjust, remove the bell crank mounting plate assembly (Figure 16) from the type bar carriage assembly, being careful not to bend the bell crank retainers. Position the pull bar guide by means of its elongated mounting holes to secure the specified clearance.

* * *

- (A) These requirements should be checked with the type bar carriage removed.
- (B) These requirements should be checked with the type bar segment assembly removed from the type bar carriage.

INSTRUCTIONS FOR REMOVING THE CODE BARS FROM THE CODE BAR ASSEMBLY

If it becomes necessary to remove one or more code bars from the code bar assembly, the following instructions should be followed carefully. Hold the inner nut on the code bar stop with a wrench and remove the outer nut. The inner nut may then be removed. In replacing the nuts, care must be used, as excessive tightening of the nuts may cause the code bar separator collars to become embedded in the separator washers. Such a condition might prevent the code bars from moving freely. To prevent this, tighten the inner nut slightly, just enough to flatten the lock washer. Then, with a wrench, hold the inner nut in this position while tightening the outer nut. (See Figure 62 for location of parts.)

RIBBON FEED SHAFT BEARING PLATES ADJUSTMENT (Figures 6 and 7) See Note (A)

The left end of the ribbon feed shaft should be flush with the inner end of the left vertical feed shaft bevel gear teeth, when the ribbon feed shaft is in its left position and the left vertical feed shaft bevel gear is held in engagement with the ribbon feed shaft gear. A like condition should exist when the ribbon feed shaft is in its right position and the right vertical feed shaft bevel gear is held in engagement with it. To adjust, loosen the mounting screws of both right and left ribbon spool brackets and move the brackets upward as far as the elongated mounting holes will permit. Tighten the mounting screws with the brackets vertical, and at right angles to the casting. Adjust the right bearing plate by means of its clamping nuts to meet the first requirement. Adjust the left bearing plate in a like manner, with the ribbon feed shaft in its right position, to meet the latter requirement.

RIBBON FEED SHAFT DETENT SPRING ADJUSTMENT (Figure 6) See Note (A)

The ribbon feed shaft detent spring should be adjusted to meet the following two requirements:

- (A) The center of the ribbon feed shaft detent roller should be at the same height as the center of the ribbon feed shaft, and the shaft detent should travel equally on either side of the detent roller when the shaft is moved from its extreme left to its extreme right position or vice versa.
- (B) With the ribbon feed shaft in its extreme left position, hook a 32 oz. scale over the detent roller hub and pull horizontally toward the rear of the type bar carriage. It should require 19 to 23 ozs. to start the roller moving away from the detent. Also check this pressure with the shaft in its extreme right position. These two pressures should be within 2 ozs. of being equal.

To adjust, loosen the mounting screws of the ribbon feed shaft detent spring and position the spring. To increase or decrease the spring pressure, remove the spring and bend it. To equalize the pressure, position the spring to right or left.

VERTICAL RIBBON FEED SHAFTS ADJUSTMENT (Figure 7) See Note (A)

The lower ends of the right and left vertical ribbon feed shafts should be flush with the outside edges of their respective bevel gears. Adjust by means of the bevel gear set screws, being sure that when the set screws are tightened they bear against the flat faces on the shafts.

RIBBON SPOOL BRACKETS ADJUSTMENT (Figure 7)

With the ribbon feed shaft in its left position, the left vertical ribbon feed shaft should have some end play, not more than .015", during one revolution of the vertical ribbon feed shaft bevel gear. The right vertical ribbon feed shaft should have a like amount of end play, when the ribbon feed shaft is in the right position.

NOTE: When checking the vertical feed shafts for end play, take up the bearing play of the ribbon feed shaft in a direction so as to make the end play of the vertical feed shaft a maximum.

Adjust both right and left ribbon spool brackets by means of their elongated mounting holes to meet this requirement, being sure that the brackets are vertical, and at right angles to the casting.

RIBBON SPOOL SHAFT SPUR GEARS ADJUSTMENT (Figure 8)

The ribbon spool shafts should have some end play, not more than .006". To adjust, loosen the set screws of the vertical ribbon feed shaft spur gears and move the gears out of engagement with their respective ribbon spool shaft spur gears. Then position the ribbon spool shaft spur gears by means of their set screws. When tightening the set screws, make certain that they bear against the flat faces on the shafts.

VERTICAL RIBBON FEED SHAFT SPUR GEARS ADJUSTMENT (Figure 8)

Both right and left vertical ribbon feed shaft spur gears should line up with their respective ribbon spool shaft spur gears. To adjust, position the vertical ribbon feed shaft spur gears by means of their set screws making sure that the set screws bear against the flat faces on the shafts.

RIBBON SPOOL CUPS ADJUSTMENT (Figure 9) *

The centers of the ribbon rollers should be 3/4" to 7/8" in front of a line through the centers of the ribbon spool shafts. There should be no bind between the ribbon spool shaft spur gears and the vertical ribbon feed shaft spur gears at any point in their engagement.

To adjust, position each ribbon spool cup by means of the nut on its ribbon spool cup bushing (Figure 8). When tightening the nut, take up the play between the ribbon spool cup bushing and the bracket in a direction to make the play between the spur gears a maximum.

* * *

- (A) These requirements should be checked with the type bar carriage remove
* Omit when unit is equipped with yield mechanism.

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VERTICAL RIBBON FEED SHAFT SPRING TENSION ADJUSTMENT (Figure 9)

Move the ribbon feed shaft to the right, thus disengaging its gear from the gear on the left vertical feed shaft. Hook an 8 oz. scale onto the pin on the left ribbon spool shaft and pull in a horizontal direction. It should require 2 to 4-1/2 ozs. to start the shaft revolving. Move the ribbon feed shaft to the left and, in the same manner, check the spring tension of the right vertical ribbon feed shaft. To adjust, position the collars on the vertical feed shafts (Figure 8), by means of their set screws.

RIBBON REVERSE SHAFTS ADJUSTMENTS (Figure 10) See Note (A)

There should be .040" to .060" clearance between the bottoms of the ribbon spool cups and the upper ends of the ribbon reverse shafts when the ribbon reverse arms are held up against the ribbon spool brackets.

- (A) To adjust typing units not equipped with ribbon yield mechanism, loosen the set screw of the left ribbon reverse arm, and if necessary, the set screws of the collars and the link of the left ribbon reverse shaft. Position the shaft while holding the ribbon reverse arm up against the ribbon spool bracket and then tighten the ribbon reverse arm set screw. Adjust the right ribbon reverse shaft in the same manner. (See Figure 10A).
- (B) To adjust typing units equipped with the ribbon yield mechanism, loosen the set screw of the spring block on the left ribbon reverse shaft, and, if necessary, the set screws of the ribbon reverse shaft collar and link. Position the shaft while holding the ribbon reverse arm against the ribbon spool bracket and the spring block up against the reverse arm. Then tighten the spring block set screw. Adjust the right ribbon reverse shaft in the same manner. (See Figure 10B).

RIBBON REVERSE SHAFTS COLLARS ADJUSTMENT (Figure 10A)*

The ribbon reverse shafts should have some end play, not more than .008", and the ribbon reverse shaft collars should be positioned to provide 1/4" to 5/16" between the centers of the set screws and the edges of their respective ribbon spool brackets. To adjust, position the collars by means of their set screws while holding both ribbon reverse arms forward against their stops.

RIBBON REVERSE SHAFTS LINKS ADJUSTMENT (Figure 11) See Note (A)

The ribbon reverse bail should clear both left and right ribbon reverse pawls by .015" to .040" when the pull bar bail is in its extreme rear position and both the left and right ribbon reverse arms are held forward against their stops. When checking the .015" clearance between either ribbon reverse pawl and the ribbon reverse bail, the play in the ribbon reverse bail should be taken up in a direction to make the clearance a minimum. When checking for

* * *

- (A) These requirements should be checked with the type bar carriage removed.
- * Omit when unit is equipped with yield mechanism.

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the .040" clearance, the play in the ribbon reverse bail should be taken up in a direction to make the clearance a maximum. To adjust, position the ribbon reverse shafts links by means of their set screws. At the same time, make certain that the ribbon reverse pawl links do not bind at their shoulder screws and that the right ribbon reverse shaft link clamping screw does not interfere with the screw which anchors the ribbon feed ratchet friction spring to the carriage casting.

RIBBON SPOOL CUPS AND RIBBON REVERSE ARM BACKSTOP ADJUSTMENT*

The centers of the ribbon rollers should be $3/4$ " to $7/8$ " in front of a line through the centers of the ribbon spool shafts (Figure 9). With the ribbon reverse arms held against their backstops (Figure 10B), approximately $3/4$ of the tooth on each ribbon reverse pawl should be in a position to be engaged by the ribbon reverse bail (Figure 11). There should be no bind between the ribbon spool shaft spur gears and the vertical ribbon feed shaft spur gears at any point in their engagement. To adjust, position the ribbon spool cups and ribbon reverse arm backstops by means of the nuts on the ribbon spool cup bushings (Figure 8). When tightening the nuts, take up the play between the ribbon spool cup bushings and the ribbon spool brackets in a direction to make the play between the spur gears a maximum.

RIBBON REVERSE ARM YIELD SPRING TENSION ADJUSTMENT (Figure 10B)*

Position the ribbon reverse bail so that it will block the full travel of the ribbon reverse arm, and with the ribbon reverse pawl resting against the ribbon reverse bail (Figure 11), apply the push end of an 8 oz. scale, held at a right angle to the ribbon reverse arm at the center where the ribbon is threaded. It should require 1- $1/2$ to 4- $1/2$ ozs. to start the ribbon reverse arm moving. To increase or decrease the tension, remove the spring and adjust by bending.

RIBBON REVERSE PAWL SPRING TENSION (Figure 11) See Note (A)

With the ribbon feed shaft in its left position and the pull bar bail in its extreme forward position, hold the carriage so that the ribbon spool cups are lowermost. Then hook an 8 oz. scale in the notch of the left reverse pawl and pull horizontally toward the rear of the carriage. It should require 1 to 2 ozs. to start the pawl moving. Move the ribbon feed shaft to its right position and, in the same manner, check the tension of the right ribbon reverse pawl spring.

RIBBON REVERSE BAIL SPRING COMPRESSION (Figure 11) See Note (A)

With the type bar carriage held so that the ribbon spool cups are lowermost, and the pull bar bail plunger is in its extreme forward position,

* * *

(A) These requirements should be checked with the type bar carriage removed.

* This adjustment applies only to units equipped with a ribbon reverse yield mechanism.

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hook a 4 lb. scale in the corner at the left end of the ribbon reverse bail and pull horizontally toward the front of the carriage. It should require 2 to 4 lbs. to just start the ribbon reverse bail moving. Measure the right spring compression at the right end of the ribbon reverse bail for this requirement in the same manner.

TYPE BAR BACKSTOP ADJUSTMENT

With the pull bar bail in its extreme rear position, raise each type bar manually to within approximately 1/4" of the type bar guide. Then, when released, the type bar, impelled by the tension of the pull bar spring, should return to its normal position on the backstop. The end type bars should rest against the leather backstop along its entire width. It is permissible, however, to allow a clearance of not more than .010" between the front edge of the backstop and the end type bars. To adjust, set the up and down position of the backstop by means of its elongated mounting holes, at the lowest position permitted to meet this requirement. (See Figure 7 for location of parts.)

RIBBON SHIFT LEVER BRACKET ADJUSTMENT (Figures 12 and 13)

The ribbon oscillator lever should move freely in its slot when its spring is unhooked and the ribbon carrier is approximately centrally located with respect to the type bar guide. To adjust, position the ribbon shift lever bracket by means of its enlarged mounting holes. Replace the ribbon oscillator lever spring.

RIBBON OSCILLATOR LEVER SPRING TORSION (Figure 12) See Note (A)

With the ribbon shift lever spring removed, hook an 8 oz. scale over the lower end of the ribbon oscillator lever and pull horizontally toward the rear of the type bar carriage. It should require 2-1/2 to 3-1/2 ozs. to start the oscillator lever moving. Replace the ribbon shift lever spring.

RIBBON SHIFT LEVER SPRING TENSION (Figure 12) See Note (A)

With the ribbon oscillator lever spring unhooked from the oscillator lever, apply the push end of a 12 lb. scale, held in a vertical position, to the ribbon shift lever at the place where the ribbon oscillator lever spring is mounted. It should require 1 to 1-3/4 lbs. to start the shift lever moving. Replace the ribbon oscillator lever spring.

MARGIN BELL PAWL SPRING TENSION (Figure 13) See Note (A)

Hook an 8 oz. scale, held in a horizontal position, over the margin bell pawl, just above the stop, and pull in line with the spring. It should require 1/2 to 1-1/2 ozs. to start the pawl moving.

RIBBON LOCKOUT BAR (NON-ADJUSTABLE) DETENT SPRING PRESSURE (Figure 14)

NOTE: This adjustment applies only to those typing units equipped with the standard (non-adjustable) ribbon lockout bar.

* * *

(A) These requirements should be checked with the type bar carriage removed.

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With the ribbon oscillator extension held clear of the ribbon lockout bar and the lockout bar pushed inward, hook a 32 oz. scale over the end of the lockout bar and pull directly in line with the bar. It should require 16 to 32 ozs. to pull the lockout bar out to its unoperated position.

RIBBON LOCKOUT BAR (ADJUSTABLE) DETENT SPRING PRESSURE (Figure 15)

NOTE: This adjustment applies only to those typing units equipped with the adjustable ribbon lockout bar.

With the ribbon lockout bar in its unoperated position (extreme right) and with the push end of a 12 lb. scale bearing against the ribbon lockout bar and pushing directly in line with the bar, it should require 1-1/4 to 5 lbs. to disengage the ribbon lockout bar detent spring from its notch in the lockout bar.

MOUNTING OF THE BELL CRANK ASSEMBLY (Figure 16)

Place the bell cranks in their lowest position, with respect to the code bars, by means of their eccentric bushings. Then mount the bell crank assembly as follows:

First, mount the right end of the bell crank assembly with one of its mounting screws so that it is friction tight. Then rotate the assembly clockwise and engage the five bell cranks with their respective code bars. Replace the left mounting screw and tighten both screws. (See page 39 for final adjustment.)

THE TWO FOLLOWING ADJUSTMENTS APPLY ONLY TO THOSE TYPING UNITS EQUIPPED WITH A THREE-SECTION PULL BAR SPRING BRACKET:

RIGHT PULL BAR SPRING BRACKET ADJUSTMENT (Figure 17) See Note (A)

With the pull bar bail in its extreme rear position, the right end pull bar and the fourth pull bar from the right end should have some play, not more than .004", between the right spring bracket and the type bar when the type bar is in its guide. To adjust, loosen the mounting screw of the right pull bar spring bracket and position the bracket. Tighten the screw.

NOTE: If the second or third pull bar from the end binds against the spring bracket when their respective type bars are moved to the type bar guide by hand, readjust the spring bracket so that all four pull bars are free and so that the end pull bar and at least one of the other three pull bars have some play, not more than .004", between the type bars and the spring bracket when their respective type bars are in the type bar guide.

LEFT PULL BAR SPRING BRACKET ADJUSTMENT (Figure 17) See Note (A)

With the pull bar bail in its extreme rear position, the left end pull bar and the third pull bar from the left end should have some play, not

* * *

(A) These requirements should be checked with the type bar carriage removed.

more than .004", between the left spring bracket and the type bar when the type bar is in the type bar guide. To adjust, loosen the mounting screw of the left pull bar spring bracket and position the bracket. Tighten the screw.

NOTE: If the second pull bar from the left end binds against the bracket, readjust the spring bracket so that the end pull bar and the second pull bar from the left end have some play, not more than .004", between the left spring bracket and the type bar when the type bar is in the type bar guide.

MARGIN ADJUSTING SCREW ARM SPRING PRESSURE (Figure 18) See Note (A)

With the notch in the right margin adjusting screw arm engaged with the detent spring, hook a 4-lb. scale over the adjusting screw and pull at right angles to the arm toward the rear of the type bar carriage. It should require 2 to 4 lbs. to disengage the arm from the detent spring.

CARRIAGE SUPPORT AND PULL BAR BAIL PLUNGER ROLLERS ADJUSTMENT See Note (A)

The three carriage support rollers and the pull bar bail plunger roller should turn freely without end play. To adjust, loosen the lock nuts and adjust the cone nuts. The rollers should turn freely without end play after lock nuts are tightened. (See Figure 22 for location of parts.)

REST THE TYPING UNIT ON ITS RIGHT SIDE.

MAIN SHAFT ADJUSTMENT

When the main shaft is rotated, the selector cams on the selector cam sleeve should line up with their respective selector levers. To adjust, loosen the four screws which hold the main shaft bearing caps and position the main shaft. Then tighten the bearing caps mounting screws.

MAIN SHAFT JAW CLUTCH THROWOUT LEVER ADJUSTMENT (Figure 19)

With the clutch driven member fully cammed out of engagement with the driving member by the clutch throwout lever, there should be .010" to .020" clearance between the ends of the clutch teeth. The clutch throwout lever should be free from binds and should have no perceptible end play. Adjust by means of the clutch throwout lever pivot screws.

MAIN SHAFT JAW CLUTCH THROWOUT LEVER SPRING TENSION

Place the typing unit on its left side and rotate the main shaft until the clutch teeth are fully engaged. Hook an 8 oz. scale, held in a horizontal position, over the clutch throwout lever at the spring hole, and pull at right angles to the throwout lever. It should require 2-1/2 to 4 ozs. to start the lever moving. (See Figure 19 for location of parts.)

* * *

(A) These requirements should be checked with the type bar carriage removed.

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MAIN SHAFT JAW CLUTCH SPRING TENSION (Figure 20)

Place the typing unit on its right side. Rotate the main shaft until the low part of the printing bail cam is toward the bottom of the printer. With the teeth of the clutch driven member resting against the teeth of the driving member, but not engaged, hook a 32 oz. scale on the driven member in line with the low part of the printing bail cam and pull vertically downward. It should require 22 to 26 ozs. to separate the clutch teeth.

NOTE: After checking the 22 to 26 oz. pull with the positive clutch teeth still separated, gradually reduce the tension exerted by the scale on the driven clutch member. The clutch teeth should engage, top to top, before the scale tension drops to 10 ozs.

SPACING SHAFT LOWER BEARING BRACKET ADJUSTMENT (Figure 21)

NOTE: In order to facilitate rotating the spacing shaft gear, hold the spacing escapement pawl away from the ratchet.

There should be a minimum amount of play without binding at any point of engagement between the spacing shaft gear and the main shaft spacing gear during one complete revolution of the spacing shaft gear. To adjust, place the typing unit in its normal upright position; unhook the carriage return operating lever spring from the spring post; move the eccentric away from the bearing bracket and position the bracket by means of its elongated mounting holes. Replace the carriage return operating lever spring and reposition the eccentric against the bearing bracket.

PRINTING BAIL SHAFT RIGHT BEARING ADJUSTMENT

The printing bail should have some end play, not more than .015". To adjust, remove the printing bail spring and position the right bearing by utilizing its elongated mounting holes. Replace the printing bail spring. Refer to Figure 27 for location of parts.

REPLACE THE TYPE BAR CARRIAGE IN ACCORDANCE WITH THE FOLLOWING INSTRUCTIONS:

INSTRUCTIONS FOR REPLACING THE TYPE BAR CARRIAGE ON THE TYPING UNIT

Shift the platen to the FIGURES position and rotate the main shaft until the printing bail is in its rear position. Then move the right margin adjusting screw arm on the carriage to the rear so that it is approximately 45 degrees from vertical. Hold the carriage in the right hand and rest the left front carriage support roller on the right end of the front carriage track, making sure that the carriage guide screw engages the slot in the carriage track. Move the carriage slowly to the left until the rear carriage support roller rests on the upper track. Operate the carriage return lock bar and move the pull bar bail to its rearmost position by pushing on the right pull bar bail roller with the right thumb. Move the carriage farther to the left, making sure that the bell cranks engage their respective vanes, that the right front carriage support roller and guide screw properly engage the front carriage track, and the pull bar bail roller is between the printing bail blades. When the carriage has been moved far enough to the left to permit the right margin adjusting screw to clear the spacing stop lever, restore the right margin

adjusting screw arm to its normal vertical position, and then shift the carriage to its extreme right position and lock it in place by operating the dashpot lever. Hold the carriage return spring drum so that the spring cannot unwind. Then unhook the eyelet of the draw strap from the margin bell hammer spring post, and hook it over its mounting post on the carriage. Operate the carriage return lock bar to permit the carriage to return to its extreme left position.

PRINTING BAIL ADJUSTMENT (Figure 22)

The pull bars should clear the code bars .010" to .050" when the main shaft is rotated until the printing bail is in its extreme rear position.

Check this adjustment with the type bar carriage in both its extreme right and left positions and with the play in the pull bars taken up in a direction to make the clearance a minimum. To adjust, position the printing bail by means of its adjusting screw and lock nut, located on the printing bail operating arm.

NOTE: If the clearance at one side is so unequal to the clearance at the other side that the .010" to .050" clearance cannot be obtained, it will be necessary to refine the "Pull Bar Guide Adjustment (Figure 5)" on page 4 in such a way that the clearance between the pull bar bail and the pull bar humps, at the side that had the least clearance, is reduced to a minimum and, at the side that had the most clearance, is increased to a maximum for the "Printing Bail Adjustment."

ON TYPING UNITS EQUIPPED WITH A TWO-PIECE FUNCTION LEVER BAIL ASSEMBLY, THE TWO FOLLOWING ADJUSTMENTS APPLY:

REMOVE THE TYPE BAR CARRIAGE

FUNCTION LEVER BAIL ADJUSTMENT-TWO PIECE (Figures 23 and 24)

There should be .040" to .060" clearance between the rear edge of the No. 1 vane and the front edges of the function levers, except the universal function lever, when the main shaft is rotated until the printing bail is in its rearmost position and the No. 1 vane is held midway between its marking and spacing positions. To adjust, position the function lever bail by means of its elongated mounting holes.

BLOCKING PLATE ADJUSTMENT (Figure 23)

The position of the blocking plate should be as follows:

- (1) With the CARRIAGE RETURN combination selected, the line feed push bar (Figure 51B) removed, and the main shaft rotated until the carriage return function lever is drawn completely into selection with the vanes, the travel of the function lever bail should be blocked by the selected function lever and the front edge of the right projection of the function lever bail should be flush (within .005") with the top front edge of the rear prong of the carriage return function lever. (See Figure 24 for location of parts.)

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- (2) With the LINE FEED combination selected, the line feed push bar (Figure 51B) removed, and the main shaft rotated until the line feed function lever is drawn completely into selection with the vanes, the travel of the function lever bail should be blocked by the selected function lever and the front edge of the left projection of the function lever bail should be flush (within .005") with the top front edge of the rear prong of the line feed function lever. (See Figure 24 for location of parts.)

To adjust, position the blocking plate by means of its slotted holes to meet the foregoing requirements. Replace the line feed push bar.

FUNCTION LEVER BAIL ADJUSTMENT - ONE PIECE (Figure 24)

On typing units equipped with the one piece function lever bail, the position of this bail should be as follows:

- (1) With the CARRIAGE RETURN combination selected, the line feed push bar (Figure 51B) removed, and the main shaft rotated until the carriage return function lever is drawn completely into selection with the vanes, the travel of the function lever bail should be blocked by the selected function lever and the front edge of the right projection of the function lever bail should be flush (within .005") with the top front edge of the rear prong of the carriage return function lever.
- (2) With the LINE FEED combination selected, the line feed push bar (Figure 51B) removed, the main shaft rotated until the line feed function lever is drawn completely into selection with the vanes, the travel of the function lever bail should be blocked by the selected function lever and the front edge of the left projection of the function lever bail should be flush (within .005") with the top front edge of the rear prong of the line feed function lever.
- (3) There should be .040" to .060" clearance between the rear edge of No. 1 vane and the front edge of the function levers, except the universal function lever, when, with the line feed push bar (Figure 51B) removed, the main shaft is rotated until the printing bail is in its extreme rear position and the No. 1 vane is held midway between its MARKING and SPACING positions.

To adjust, loosen the function lever bail mounting screw nuts. Move the function lever bail to its rearmost position and tighten the mounting screw nuts. Then select the CARRIAGE RETURN combination and reposition the right end of the function lever bail to meet the requirements specified in paragraph (1). Next select the LINE FEED combination and adjust the left end of the function lever bail to meet the requirements specified in paragraph (2). Finally, rotate the main shaft until the printing bail is in its extreme rear position and check for the requirement specified in paragraph (3). If this latter requirement is not met, it will be necessary to add or remove shims between the function lever bail and its mounting brackets and readjust both ends of the bail. Replace the line feed push bar.

SIXTH VANE EXTENSION SPRING COMPRESSION (Figure 25)

On typing units equipped with the new style sixth vane extension, (a formed piece of steel mounted on the sixth vane by means of shoulder screws and compression springs), measure the compression of the springs as follows:

Back off the left pilot screw (Figure 24) and remove the sixth vane from the typing unit. With the vane held in a horizontal position and with the vane extension extending upward, hook an 8 oz. scale over the upper end of the extension. Pulling at right angles and toward the front of the vane, it should require $3/4$ to $1-1/4$ ozs. to start the extension moving away from the vane. Check this spring compression in the opposite direction by hooking the scale over the end of the extension and pulling toward the rear edge of the vane. Replace the sixth vane.

SIXTH VANE ADJUSTMENT (Figure 24)

There should be .008" to .030" clearance between the right edge of the sixth vane extension and the right end of the slot in the unshift push bar. The vane should have some end play, not more than .004". To adjust, loosen the vane clamping screws and position the sixth vane by means of its pilot screws. Tighten the clamping screws.

SELECTOR VANES ADJUSTMENT (Figure 24)

The forked arms of Nos. 1, 2, 3, 4, and 5 vanes should line up with their respective T levers. When the printing bail is in its extreme rear position, each vane should have some end play, not more than .004". To adjust, loosen the vane clamping screws and position the vanes by means of their pilot screws. Tighten the clamping screws.

FUNCTION BAIL SPRING TENSION (Figure 26)

With the function bail in its extreme rear position, unhook the function bail spring from the front spring post and hook a 4 lb. scale in the spring eye. It should require 2 to 3 lbs. to extend the spring to its position length.

PRINTING BAIL SPRING TENSION ADJUSTMENT (Figure 27)

Rotate the main shaft until the printing bail is in its extreme rear position. Hook a 12 lb. scale over the left end of the adjusting lever, so that the hook on the scale engages the lever directly in the rear of the spring notch in the lever, and pull in line with the spring. It should require $6-1/2$ to $8-1/2$ lbs. to start the lever moving. Adjust by means of the spring adjusting lever screw.

REPLACE THE TYPE BAR CARRIAGE

PULLING MAGNET SELECTOR MECHANISM ADJUSTMENTS

There are two designs of this mechanism in use:

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THE PULLING MAGNET SELECTOR ILLUSTRATED IN FIGURE 33 SHOULD MEET THE FOLLOWING REQUIREMENTS: (See Page 22 for Holding Magnet Selector Mechanism Adjustments.)

PLACE THE TYPING UNIT ON ITS RIGHT SIDE.

SELECTOR ARMATURE BRACKET LINK FRICTION ADJUSTMENT (Figure 28)

Remove the selector armature bracket link screw. With an 8 oz. scale hooked in the link screw hole and pulled at right angles to the link, it should require some tension, not over 8 ozs., to start the link moving. If necessary, remove the link and adjust the slotted end to obtain this friction. Replace the link and screw.

SELECTOR LEVER SPRING TENSION (Figure 28)

With the code bars in the MARKING position and the main bail in its extreme forward position, move the swords manually to the SPACING position. Hook a 32 oz. scale over the end of each selector lever at the selector cam sleeve and pull radially to the main shaft. It should require 6 to 10 ozs. to start each selector lever moving.

NOTE: When checking the tension of the selector lever springs, make sure that the selector levers are free and without bind.

SELECTOR SEPARATOR PLATE ADJUSTMENT (Figure 30)

NOTE: The separator plate leaf springs are adjusted during the initial assembly of the unit and should require attention only if the selector has been damaged or dismantled. If it is found necessary to check the adjustment, extreme care should be exercised in the removal and replacement of the selector lever springs to guard against distorting them. The subsequent selector adjustments will be facilitated if the swords and selector levers are replaced in the identical location they formerly occupied.

The leaf springs should exert a light pressure against the swords. To adjust, bend the leaf springs at the narrow portions so that the ends of the springs are .045" to .055" below the under surface of the straight portions.

SELECTOR ARMATURE ADJUSTMENT (Figure 31)

The armature should be free on its pivot screws, with barely perceptible end play. There should be some clearance, not more than .008", between the lower surface of the armature locking wedge and the No. 1 sword under the following conditions:

- (1) No. 1 selector lever resting on the peak of its cam.
- (2) No. 1 sword held against the upper separator plate without bending the latter.
- (3) Armature end play taken up in a direction to reduce the specified clearance to a minimum.

To adjust, proceed as follows: If there is no clearance between the armature locking wedge and the No. 1 sword, loosen the lock nut on the upper pivot screw and adjust to obtain clearance, noting that a quarter-turn of the screw is equivalent to approximately .006". Remove the armature bracket and adjust the lower pivot screw to obtain the proper armature end play. Replace the armature bracket.

If there is more than .008" clearance, remove the armature bracket and adjust the lower pivot screw. Replace the bracket and adjust the armature end play by means of the upper pivot screw.

SELECTOR ARMATURE BRACKET LINK ADJUSTMENT (Figures 32 and 33)

The position of the armature bracket should be such that a line through the center of the No. 1 sword extends approximately through the centers of the armature pivot screws when the swords are held midway between the stop posts by means of the No. 72581 gauge pins. To adjust, proceed as follows:

- (1) Remove the range finder; unhook the locking lever spring; loosen the magnet bracket mounting screws, and move the bracket to its rearmost position. Loosen the armature bracket mounting screws, the link screw, and back off the armature stops. Move the bracket eccentric out of the way so that it will not interfere with the adjustment. Rotate the main shaft until the No. 1 selector lever rests on the peak of its cam.
- (2) Hold the swords in a position midway between the two stop posts by means of the gauge pins inserted between the stop posts and the swords. Be sure that both the armature extension arms are between the arms of the swords. With the swords held in this position, place the No. 73370 locating gauge over the end of the No. 1 sword, so that the two legs of the gauge are against the ends of the sword arms. Move the bracket to a position where both armature extension arms are against the flat surface between the legs of the gauge.
- (3) Hold the bracket in this position and tighten the link screw only. Remove the locating gauge and the two gauge pins.

SELECTOR ARMATURE BRACKET ADJUSTMENT (Figure 33)

The position of the armature bracket should be such as to provide some clearance, not more than .040", between each sword and either stop post under the following conditions:

Rotate the main shaft until the No. 1 selector lever is resting on the peak of its cam. With the armature in its unoperated (SPACING) position, move the spacing arm of the No. 1 sword against the armature extension.

Place a .040" wire gauge against the spacing stop post and rotate the armature slowly toward the MARKING position. The blade of the sword should strike the .040" gauge before the armature leaves the spacing arm of the sword. Under these conditions, the armature will move the sword to not more than .040" of the stop post. Remove the .040" gauge and repeat the above procedure. The armature should leave the spacing arm of the sword before the blade of the

sword strikes the spacing stop post. Under these conditions, there will be some clearance between the sword and the stop post.

Unhook the armature spring at its adjusting screw and with the selector armature in its operated (MARKING) position, move the marking arm of the No. 1 sword against the selector armature extension. Then rotate the armature slowly toward the SPACING position until the armature just leaves the marking arm of the No. 1 sword. Check the clearance between the No. 1 sword and the marking stop post in the same manner as described in the foregoing.

With each selector lever on the peak of its cam, each associated sword should be tried for the foregoing requirement of some clearance, not more than .040", between each sword and the stop posts.

To adjust, tighten the armature bracket mounting screws just enough so that the bracket may be moved by tapping it lightly. By rotating the bracket on its pivot, the clearance between the sword and the stop posts may be regulated. If this clearance is more than .040", move the bracket in a direction to bring the armature toward the sword. If there is no clearance, move the bracket in the opposite direction to bring the armature away from the sword.

If the clearance between the sword and one stop post is close to zero and the clearance between the sword and the other stop post is more than .040", it will be necessary to refine the "Selector Armature Bracket Link Adjustment" as follows:

Loosen the armature bracket mounting screws and the armature bracket link screw and move the armature bracket to the right or left so that the rear end of the link will move in the direction corresponding to the post at which a greater clearance is desired; i.e., if the clearance between the sword and the right stop post is less than that between the sword and the left stop post, move the bracket to the right. Tighten the bracket link screw and proceed to adjust the armature bracket according to the preceding paragraph.

After the bracket is set and both screws are tightened, move the bracket eccentric against the bracket and tighten the screw. The eccentric and bracket link will, therefore, determine the position of the bracket. The bracket may be removed by simply removing the two bracket screws. In replacing, the bracket should be held against the eccentric stop, while the two bracket screws are tightened.

ARMATURE STOPS ADJUSTMENT (Figure 34)

The No. 1 sword arms (right and left) should clear the associated arms of the selector armature extension .040" to .042" when the front edge of the opposite sword arm is against its armature extension arm and the No. 1 selector lever is on the high part of its cam. To adjust the clearance of the right arm, remove the locking lever spring and reposition the unoperated stop screw with the armature in its unoperated position. (See Figure 33). To adjust the clearance of the left arm, reposition the operated stop nut with the armature in its operated position. If necessary, pinch the nut to make it tight on its screw. Recheck the right arm and replace the locking lever spring.

ARMATURE LOCKING WEDGE ADJUSTMENT (Figure 29)

There should be .008" to .012" clearance between the point of the armature locking wedge and the point of the locking lever when the locking lever is on the long high part of the locking cam and the two points are in line. To adjust, position the locking wedge forward or backward in its slot in the armature extension by means of the locking wedge lock nut.

NOTE: When making this adjustment on typing units equipped with a mechanical motor stop mechanism, set the motor stop pawl latch so that the shoulder of the latch is against the front face of the armature extension. (See Figure 31).

ARMATURE LOCKING LEVER SPRING TENSION (Figure 29)

With the locking lever on the high part of the locking cam, hook a 32 oz. scale in the spring hole of the locking lever and pull in line with the spring. It should require 10 to 14 ozs. to start the lever moving.

THE FOLLOWING MOTOR STOP ADJUSTMENTS APPLY ONLY TO MACHINES EQUIPPED WITH MECHANICAL MOTOR STOP MECHANISM:

MOTOR STOP LEVER BRACKET ADJUSTMENT (Figure 35)

With the platen in the FIGURES position, set up the motor stop combination and rotate the main shaft slowly until the motor stop function lever is completely selected. The latching surface of the inner motor stop pawl should overtravel the rearmost surface of the motor stop pawl latch .010" to .025" when the armature is held in the MARKING position. To adjust, place the typing unit on its right side and position the motor stop lever bracket by means of its enlarged mounting holes. When making this adjustment, the motor stop pawl backstop should not be in contact with the inner pawl.

MOTOR STOP LEVER ECCENTRIC ADJUSTMENT

Rotate the main shaft until the printing bail is in its extreme rear position and the locking lever is on the high part of the locking cam. Then, with the armature in the MARKING position, engage the inner motor stop pawl with the motor stop pawl latch. The motor stop lever eccentric should be in contact with the lower arm of the motor stop release lever when the release lever stud touches the locking lever. (See Figure 35 for location of parts). To adjust, position the motor stop lever eccentric.

MOTOR STOP LEVER BACKSTOP SCREW ADJUSTMENT

With the platen in the LETTERS position, set up the motor stop combination and rotate the main shaft until the printing bail is in its extreme forward position. Make certain that the motor stop pawls are released from the latch. There should be some clearance, not over .002", between the rear extension of the upper case H function lever and the lower edge of the motor stop lever. To adjust, loosen the backstop screw lock nut and position the backstop screw. Tighten the lock nut. (See Figure 35 for location of parts).

MOTOR STOP PAWL BACKSTOP ADJUSTMENT (Figure 35)

With the printing bail in its extreme rear position and the motor stop release lever eccentric moved away from the outer stop pawl, the motor stop pawl latch should clear both motor stop pawls by an approximately equal distance (not less than .010") when the armature is moved to the MARKING or SPACING positions. To adjust, loosen the backstop mounting nut and rotate the backstop.

MOTOR STOP RELEASE LEVER ECCENTRIC ADJUSTMENT (Figure 35)

Rotate the main shaft until the printing bail is in its extreme rear position and the locking lever is on the high part of the locking cam. Then, with the armature in the MARKING position, engage the inner motor stop pawl with the motor stop pawl latch. The motor stop release lever eccentric should just touch the outer motor stop pawl when the lower arm of the motor stop release lever is in contact with the motor stop lever eccentric and the outer pawl is against the motor stop pawl backstop. To adjust, position the motor stop release lever eccentric by means of its mounting screw.

MOTOR STOP PAWL SPRING COMPRESSION (Figure 35)

With the printing bail in its extreme rear position, hook an 8 oz. scale, held in a horizontal position, over the inner stop pawl just in front of the backstop, and pull at right angles to the pawl. It should require 1/2 to 1 oz. to start the pawl moving.

MOTOR STOP LEVER SPRING TENSION ADJUSTMENT (Figure 35)

Unhook the motor stop contact lever spring. With the motor stop lever in the unoperated position, hook an 8 oz. scale over the head of the screw which mounts the motor stop lever eccentric, and pull toward the rear of the printer. It should require 1 to 1-1/2 ozs. to start the lever moving. To adjust, position the spring bracket on the post of the selector unit. Replace the motor stop contact lever spring.

MOTOR STOP CONTACT LEVER SPRING TENSION (Figure 35)

Hold off the contact spring if it rests on the motor stop contact lever. Hook an 8 oz. scale in the contact lever spring hole and pull in line with the spring. It should require 4-1/4 to 5-1/4 ozs. to start the contact lever moving.

MOTOR STOP FUNCTION LEVER SPRING TENSION (Figure 36)

With the motor stop function lever resting against the rear edges of the vanes, but not selected, hook a 12 lb. scale under the extreme front end of the lever and pull at right angles to the lever toward the top of the printer. It should require 5 to 6 lbs. to start the lever moving.

END OF MOTOR STOP ADJUSTMENTS

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STOP LEVER ECCENTRIC SCREW ADJUSTMENT (Figure 37) See Note (A)

The stop lever on the range finder assembly should overtravel the latching surface of the trip latch by some clearance, not more than .006". To adjust, position the stop lever eccentric screw by means of its lock nut, making certain that, when tightening the nut, the adjustment is not disturbed.

STOP LEVER SPRING TENSION (Figure 38) See Note (A)

NOTE: Be sure that the stop lever eccentric has been adjusted before checking this requirement.

With the trip latch plunger held operated, hook an 8 oz. scale at the end of the stop lever on the range finder assembly. It should require 3/4 to 1-1/4 ozs. to start the lever moving.

TRIP LATCH SPRING COMPRESSION (Figure 37) See Note (A)

When measuring this requirement, the range finder assembly should be held in a horizontal position. Apply the push end of an 8 oz. scale, held in a vertical position, to the trip latch as near to the stop lever as possible and push upward. It should require 1 to 1-1/2 ozs. to start the trip latch moving. Replace the range finder assembly, taking care to avoid jamming the trip latch plunger against the armature trip-off screw when remounting. (See Figure 39).

ARMATURE TRIP-OFF ECCENTRIC SCREW ADJUSTMENT (Figure 39)

There should be some clearance, not more than .002", between the stop lever and the trip latch when the armature is in the unoperated position and the main shaft is rotated until the stopping edge of the stop lever is directly below the latching surface of the trip latch.

The trip latch plunger should have at least .002" end play (see Figure 37) when the armature is held against the marking stop and the stop lever is clear of the latching surface of the trip latch. To adjust, position the armature trip-off eccentric screw by means of its lock nut to meet the first requirement. The latter requirement serves as a check on the trip-off eccentric screw adjustment and also on the adjustment of the armature stops.

SELECTOR MAGNET COIL ADJUSTMENT

The left edge of the core of the left magnet coil should align (within 1/64") with the left edge of the armature. Adjust by means of the magnet coil mounting screws. (See Figure 33 for location of parts).

MAGNET BRACKET ADJUSTMENT (Figure 33)

There should be .002" to .007" clearance between each magnet core and the *armature anti-freeze strip when the magnet coils are energized and the

* This clearance should be .003" to .010" when a chromium plated armature is used.

* * *

(A) These requirements should be checked with the range finder removed.

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armature is against the operated stop nut (marking stop). The faces of the cores should be parallel to the face of the armature. To adjust, position the bracket by means of its enlarged mounting holes.

HOLDING MAGNET SELECTOR MECHANISM ADJUSTMENTS

THE HOLDING MAGNET SELECTOR ILLUSTRATED IN FIGURE 40 SHOULD MEET THE FOLLOWING REQUIREMENTS (See Page 16 for Pulling Magnet Selector Adjustments)

REMOVE THE RANGE FINDER ASSEMBLY

ARMATURE PIVOT SCREW ADJUSTMENT (Figure 40) See Note (A)

With the armature lever spring and the selector arm spring unhooked, the armature lever should be free on its pivots with barely perceptible end play. Adjust by means of the upper pivot screw.

SELECTOR MAGNET ADJUSTMENT (Figure 41) See Note (A)

The armature, when in its operated position, should touch both magnet cores at approximately the centers of their pole-faces, and the cores should be centrally located with respect to the armature as gauged by eye when holding a light background behind the magnet and armature assembly. To adjust, remove the selector magnet bracket from the typing unit and reposition the magnet core assembly by means of its mounting screws while holding the assembly so that the cores are vertical and the armature, by its own weight, rests against the pole-faces.

Replace the selector magnet bracket.

NOTE: When the cores are in proper adjustment, it should require at least 3-1/2 lbs., applied at right angles to the armature edge midway between the cores, to separate the armature from the cores when a current of .020 ampere is flowing through the magnet coils (coils in series shunted by 5000 ohm resistance).

SELECTOR ARM PIVOT SCREW ADJUSTMENT (Figures 42 and 43) See Note (A)

With the armature lever spring, the selector arm spring, and selector arm stop detent spring unhooked, the selector arm should be free on its pivots with barely perceptible end play, and the locking lever should overtravel the top and bottom edges of the locking wedge. There should also be a minimum clearance of .008" between the selector arm and the armature lever and a minimum clearance of .010" between the selector arm and the selector arm stop detent when the play in the detent is taken up in a direction to make this clearance a minimum. The end play may be adjusted by means of the left pivot screw. If the minimum clearance requirements are not met, it will be necessary to remove the selector magnet bracket and the selector arm bracket and adjust both pivot screws of the selector arm.

* * *

(A) These requirements should be checked with the range finder removed.

SELECTOR ARM BRACKET ADJUSTMENT (Figure 40) See Note (A)

The position of the selector arm bracket should be such as to provide some clearance, not more than .040", between each sword and either stop post, under the following conditions:

Remove the locking lever spring, the armature lever spring, and the selector arm spring. Rotate the main shaft until the No. 1 selector lever is resting on the peak of its cam. With the selector arm in its unoperated (SPACING) position, move the SPACING arm of the No. 1 sword against the selector arm extension. Then rotate the selector arm slowly toward the MARKING position until the selector arm just leaves the SPACING arm of the No. 1 sword. There should be some clearance, not more than .040", between the No. 1 sword and the SPACING stop post.

With the selector arm in its operated (MARKING) position, move the MARKING arm of the No. 1 sword against the selector arm extension. Then rotate the selector arm slowly toward the SPACING position until the selector arm just leaves the MARKING arm of the No. 1 sword. There should be some clearance, not more than .040", between the No. 1 sword and the MARKING stop post.

With each selector lever on the peak of its cam, each associated sword should be tried for the foregoing requirement of some clearance, not more than .040". To adjust, loosen the selector arm bracket mounting screws just enough to make the bracket friction tight. Then, to equalize the clearance between the swords and the stop posts, loosen the centralizing eccentric screw lock nut and turn the eccentric screw clockwise to provide more clearance on the SPACING side or counterclockwise to provide more clearance on the MARKING side.

NOTE: Be sure that the selector arm stop detent does not interfere with the adjustment.

The centralizing eccentric screw should always be located so that its indicating line is adjacent to the marked scale that has been provided on the bracket to aid in gauging the amount the screw must be turned. Tighten the lock nut when the selector arm has been centralized. To obtain the "some clearance, not more than .040", requirement between the swords and the stop posts, insert the 90783 adjusting wrench in one of the two holes provided and turn the wrench to move the bracket closer to or farther from the swords as required. Then tighten the selector arm bracket mounting screws. Replace the locking lever spring, selector arm spring, and armature lever spring.

LOCKING WEDGE ADJUSTMENT (Figure 44) See Note (A)

With the locking lever on a high part of its cam, the front end of the locking wedge should clear the locking lever by .006" to .010" when the end of the wedge is held in line with the locking lever. To adjust, loosen the locking wedge mounting screw and position the locking wedge in its guide; then tighten the mounting screw.

* * *

(A) These requirements should be checked with the range finder assembly removed.

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LOCKING LEVER SPRING TENSION (Figure 44) See Note (A)

With the locking lever on the high part of its cam, hook an 8 oz. scale on the end of the locking lever at the spring hole and pull in line with the spring. It should require 4 to 5-1/2 ozs. to start the lever moving away from the cam.

SELECTOR ARM STOP DETENT ADJUSTMENT (Figure 42) See Note (A)

With the locking lever on the low part of its cam, there should be an equal amount of clearance, within .003", between the sides of the locking wedge and the locking lever when the selector arm is in the MARKING or SPACING position.

NOTE: When checking the MARKING position, be sure that the selector arm operating screw does not interfere with the movement of the selector arm.

To adjust, loosen the screw that mounts the selector arm stop detent eccentric post just enough to make the post friction tight. Position the stop detent by turning the post, then tighten the post mounting screw.

SELECTOR ARM STOP DETENT SPRING TENSION (Figure 42) See Note (A)

Unhook the stop detent spring from the locking lever guide and hook an 8 oz. scale in the spring eye. It should require 4 to 5 ozs. to pull the spring to its position length.

SELECTOR LEVER SPRING TENSION (Figure 44) See Note (A)

With the code bars in the MARKING position and the main bail in its extreme forward position, move the swords manually to the SPACING position. Hook a 32 oz. scale over the end of each selector lever at the selector cam sleeve and pull radially to the main shaft. It should require 6 to 10 ozs. to start each selector lever moving.

NOTE: When checking the tension of the selector lever springs, make sure that the selector levers are free and without bind.

SELECTOR MAGNET BRACKET POSITION ADJUSTMENT (Figure 45) See Note (A)

With the main shaft in the STOP position, rotate the selector cam sleeve until the locking lever just drops off the high part of its cam; then rotate the cam sleeve backward until the rotation is stopped by the locking lever. With the selector arm locked in its MARKING position, there should be a clearance of .060" to .065" between the armature lever and the face of a tooth on the armature lever cam. To adjust, loosen the selector magnet bracket mounting screws and the selector magnet bracket adjusting arm mounting screws just enough to make the bracket and adjusting arm friction tight. Then position the selector magnet bracket by means of the adjusting arm, using the 90783

* * *

(A) These requirements should be checked with the range finder assembly removed.

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adjusting wrench. To do this, insert the adjusting wrench in the hole above the end of the adjusting arm and rotate the wrench. Tighten the bracket and adjusting arm mounting screws.

SELECTOR MAGNET BRACKET ADJUSTMENT (Figures 41 A and B) See Note (A)

NOTE: When making this adjustment the selector arm should be kept in the MARKING position.

With the selector magnet energized, the clearance between the selector arm operating screw and the selector arm should be .004" to .006" greater when the armature lever is on a peak of its cam than when the armature lever is opposite an indent on the cam.

- (A) To adjust, de-energize the magnet and rotate the selector cam sleeve until the armature lever is resting on a peak of the armature lever cam. Holding the cam sleeve in this position, turn the main shaft to a point where it moves the armature lever the greatest distance.
- (B) With the selector magnet still de-energized, loosen the selector magnet bracket mounting screws and, by means of its adjusting screw, rotate the selector magnet bracket so that the armature just touches the pole-faces; then turn the adjusting screw an additional one-tenth of a turn counter-clockwise. This will press the armature firmly against the magnet cores. (While making the one-tenth of a turn adjustment, be careful to avoid lost motion due to loose fitting screw threads.)
- (C) With the selector magnet energized, measure the clearance between the selector arm operating screw and the selector arm and if there is no clearance, back off the selector arm operating screw to provide at least .006" clearance. Then rotate the selector cam sleeve so that the armature lever is opposite an indent of its cam and again measure the clearance between the selector arm operating screw and the selector arm. If the difference in the two clearances exceeds .006", the selector magnet bracket adjusting screw should be turned clockwise. If the difference in the clearance is less than .004", turn the screw counterclockwise. Tighten the selector magnet bracket mounting screws.

ARMATURE LEVER SPRING TENSION ADJUSTMENT (Figure 41) See Note (A)

Unhook the armature lever spring from its spring arm and rotate the main shaft until the armature lever is on a high part of its cam. With a 32 oz. scale hooked in its spring eye, pull the spring to its position length. It should require the following tensions:

- (A) If a distortion test set is available, the spring tension should be set at the optimum value within the limits of 13 to 24 ozs.

* * *

- (A) These requirements should be checked with the range finder assembly removed.

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- (B) If no distortion test set is available, the spring tension should be 17 to 19 ozs.; except when coils are connected in parallel without a 1000 ohm shunt. Under this latter condition the tension should be 13 to 15 ozs.

To adjust, loosen the spring arm mounting nut and position the spring arm. Then tighten the mounting nut. Rehook the armature lever spring.

SELECTOR ARM OPERATING SCREW ADJUSTMENT (Figure 46) See Note (A)

With the selector magnet energized and the selector cam sleeve rotated so that the armature lever is opposite an indent of its cam, there should be a clearance of .003" to .006" between the selector arm operating screw and the selector arm. To adjust, loosen the selector arm operating screw lock nut and position the screw; then tighten the lock nut.

SELECTOR ARM SPRING TENSION (Figure 47) See Note (A)

Unhook the selector arm stop detent spring. With the armature lever on a high part of its cam, hook an 8 oz. scale over the end of the locking wedge and pull parallel to the selector arm spring. It should require 1-1/4 to 1-3/4 ozs. to start the selector arm moving. Replace the detent spring.

STOP LEVER ECCENTRIC SCREW ADJUSTMENT (Figure 48) See Note (A)

The stop lever on the range finder assembly should overtravel the latching face of the trip latch by not more than .006". To adjust, loosen the stop lever eccentric screw lock nut and position the screw; then tighten the nut, making certain that the tightening of the nut does not disturb the adjustment.

TRIP LATCH SPRING COMPRESSION (Figure 48) See Note (A)

When measuring this requirement, the range finder assembly should be held in a horizontal position. Apply the push end of an 8 oz. scale, held in a vertical position, to the trip latch, as near to the stop lever as possible. It should require 1 to 1-1/2 ozs., when pushing upward, to start the trip latch moving.

STOP LEVER SPRING TENSION (Figure 38) See Note (A)

NOTE: Be sure that the stop lever eccentric has been adjusted before checking this requirement.

With the trip latch plunger held operated, hook an 8 oz. scale on the end of the stop lever of the range finder assembly and pull horizontally at right angles to the stop lever. It should require 3/4 to 1-1/4 ozs. to start the lever moving.

REPLACE THE RANGE FINDER ASSEMBLY, TAKING CARE TO AVOID JAMMING THE TRIP LATCH PLUNGER AGAINST THE ARMATURE TRIP-OFF SCREW WHEN REMOUNTING (See Figure 49)

* * *

- (A) These requirements should be checked with the range finder assembly removed.

TRIP-OFF SCREW ADJUSTMENT (Figure 49)

There should be some clearance, not more than .002", between the stop lever and the trip latch when the armature is in the unoperated position and the selector cam sleeve is rotated until the stopping edge of the stop lever is directly beside the latching surface of the trip latch.

The trip latch plunger should have at least .002" end play (See Figure 48) when the armature is held in the attracted position and with the stop lever against its eccentric screw.

To adjust, loosen the trip-off screw lock nut and position the screw to meet the first requirement. The latter requirement serves as a check on the trip-off screw adjustment and also on the adjustment of the selector magnet bracket.

END OF HOLDING MAGNET SELECTOR MECHANISM ADJUSTMENTS

REMOVE THE TYPE BAR CARRIAGE

PLATEN UNIT PILOT SCREWS ADJUSTMENT

The platen unit should be midway between the side frames and should be free on its bearings without end play. To adjust, place the typing unit in its normal upright position. Disconnect the line feed and shift-unshift vertical link at the upper shoulder screws. (See Figures 50 and 53) Unhook the platen balance spring and the shift-unshift detent spring. Then position the platen unit by means of its pilot screws to meet the first requirement. Then back off one pilot screw until the platen unit has some end play. Turn the pilot screw in just enough to take up the end play. Replace the platen balance spring and shift-unshift detent spring and reconnect the line feed and shift-unshift vertical link. (Care should be taken not to tighten the pilot screws to the extent that they cause a strain on the side frames.)

PLATEN SHIFT-UNSHIFT STOP POST ADJUSTMENT

The top and bottom surfaces of the platen shift-unshift stop post should be parallel to a line through the center of the platen detent roller screw and the platen pilot screw. To adjust, loosen the platen shift-unshift stop post nut and rotate the post. (See Figure 50 for location of parts.)

REPLACE THE TYPE BAR CARRIAGE

UNSHIFT STOP SCREW (LETTERS) ADJUSTMENT

With the platen in the UNSHIFT position and the letter N type bar held lightly against the platen, the face of the letter N should conform to the curvature of the platen when viewed along the axis of the platen. A further check may be made by inserting a sheet of paper with a carbon in the printer and pressing the letter N firmly against the platen. The impression made on the paper should be of uniform shade. To adjust, raise the UNSHIFT stop screw if the shading is lighter at the bottom of the character and lower it if the shading is lighter at the top. (See Figure 50 for location of parts.)

SHIFT STOP SCREW (FIGURES) ADJUSTMENT

With the platen in the UNSHIFT position (down), print the letter W on the platen. Then, with the platen in the SHIFT position (up), the figure 2 should be in direct alignment with the letter W when the figure 2 is printed directly on the platen. Adjust by means of the SHIFT stop screw. (See Figure 50 for location of parts.)

REMOVE THE TYPE BAR CARRIAGE

SHIFT (FIGURES), UNSHIFT (LETTERS), AND LINE FEED FUNCTION LEVER SPRING TENSIONS (Figure 51)

Place the typing unit on its right side. Select the BLANK combination and rotate the main shaft until the printing bail is in its extreme forward position. Hook a 32 oz. scale over the rear extension of the SHIFT, UNSHIFT, and line feed function levers just in front of the lobes which engage the push bars and pull horizontally at right angles to the rear extension. It should require 15 to 19 ozs. to start each of these function levers moving. When checking these tensions, the push bars should be held away from the function levers.

SPACE FUNCTION LEVER SPRING TENSION (Figure 51)

With the space function lever resting against the vanes, but not selected, hook a 32 oz. scale over the rear extension of the lever, just in front of the lobe, and pull horizontally at right angles to the rear extension. It should require 12 to 16 ozs. to start the space function lever moving. When checking this tension, the UNSHIFT push bar should be held away from the function lever.

BLANK PRINTING AND SPACING CUTOUT FUNCTION LEVER SPRING TENSION

NOTE: The following spring tension applies only to printers equipped with a special function lever located in slot 7 in the vane frame to prevent printing and spacing when the BLANK combination is selected.

Rotate the main shaft until the printing bail is in its extreme rear position. Then unhook the blank printing and spacing cutout function lever spring from the spring plate.

Hook a 32 oz. scale in the spring eye. It should require 22 to 30 ozs. to extend the spring to its position length.

FUNCTION BAIL BLADE ADJUSTMENT (Figure 52)

NOTE: If the SHIFT-UNSHIFT mechanism has not been adjusted, it will be necessary to loosen the mounting screws of the shift bell crank operating lever bracket and move the bracket to its extreme rear position before proceeding with the "Function Bail Blade Adjustment."

With the SHIFT, LINE FEED, and UNSHIFT function levers (Figure 51) alternately selected and the main shaft rotated until the travel of the function lever bail is blocked by the selected function lever, there should be .004" to

.015" clearance between the rear edge of No. 1 vane and the bottom of a notch in the selected function lever. With the unshift on space cutout lever (Figure 51) released from the lower extension of the SPACE function lever, place the platen in the SHIFT position, select the SPACE combination, and rotate the main shaft until the function lever bail roller just leaves the cam surface of the SPACE function lever. Under this condition, there should be .004" to .015" clearance between the rear edge of the No. 1 vane and the bottom of a notch in the SPACE function lever.

To adjust, select the SHIFT function lever and adjust the right end of the function bail blade by raising or lowering it by means of its elongated mounting holes to secure the specified clearance between the rear edge of the No. 1 vane and the bottom of a notch in the SHIFT function lever. Then select the LINE FEED function lever and adjust the left end of the function bail blade by raising or lowering it to secure the specified clearance between the rear edge of the No. 1 vane and the bottom of a notch in the LINE FEED function lever. If like requirements are not met when the UNSHIFT and SPACE function levers are selected, it may be necessary to readjust both ends of the function bail blade.

UNSHIFT ON SPACE CUTOUT LEVER ADJUSTMENT

If it is desired that the platen return to the UNSHIFT position when the SPACE combination is received, the UNSHIFT on space cutout lever should be rotated counterclockwise (as viewed from the bottom of the printer) against its stop. The lock nut should be tightened to hold the cutout lever in this position. (See Figure 35 for location of parts.)

If it is desired that the platen should not return to the UNSHIFT position when the SPACE combination is received, the UNSHIFT on space cutout lever should be rotated clockwise (as viewed from the bottom of the printer), so that the hooked end of the cutout lever is to the rear of the SPACE function lever extension and the cutout lever touches the side of the SPACE function lever extension. There should be some clearance, not more than .006" between the rear surface of the SPACE function lever extension and the cutout lever. (See Figure 35.)

To adjust, first remove the T lever and attached mechanism (See Figure 36) from its mounting post and loosen the cutout lever eccentric screw nut. Position the cutout lever and the eccentric screw and then tighten the nut. Replace the T lever and attached mechanism.

SHIFT (FIGURES) AND UNSHIFT (LETTERS) ADJUSTMENT

With the SHIFT-UNSHIFT detent and platen balance springs removed and the UNSHIFT and SHIFT combinations alternately selected, the SHIFT-UNSHIFT stop post should move to within .010" to .025" of the UNSHIFT stop screw and the SHIFT stop screw respectively, when the main shaft is rotated and the selected push bar is moved to its rearmost position when operated by the function bail blade. The platen should be placed in the SHIFT position (up) before selecting the UNSHIFT combination and in the UNSHIFT position (down) before selecting the SHIFT combination.

To adjust, place the shift-unshift link bracket in the middle of the adjustment provided by the elongated mounting holes and tighten the mounting screws. Place the typing unit on its right side and rotate the main shaft until the function bail is in its extreme forward position. Adjust the turnbuckle on the shift-unshift link so as to equalize (within .010") the clearance between the function bail blade and the shoulder on the UNSHIFT push bar when the platen is in the FIGURES position, with the clearance between the function bail blade and the shoulder on the SHIFT push bar when the platen is in the LETTERS position. Then select the UNSHIFT and SHIFT combinations alternately and check for the specified clearances between the shift-unshift stop post and the UNSHIFT and SHIFT stop screws. If either of these clearances is greater than .025", move the shift-unshift link bracket toward the front of the unit; if less than .010", move it toward the rear, after which a slight readjustment of the shift-unshift link turnbuckle may be necessary to bring both clearances within the specified limits. Replace the shift-unshift detent spring and platen balance spring. (See Figures 50 and 51 for location of parts.)

PLATEN BALANCE SPRING TENSION (Figure 53)

With the platen in the UNSHIFT position, unhook the platen balance spring from the platen unit side frame and hook a 12 lb. scale in the spring eye. It should require 3-1/2 to 5 lbs. to pull the spring to position length. Replace the spring.

SHIFT-UNSHIFT DETENT ADJUSTMENT

When the platen is shifted to the SHIFT and UNSHIFT positions, the platen detent roller should ride equally on either side of the detent. To adjust, position the shift-unshift detent by means of its eccentric shoulder screw. (See Figure 50 for location of parts.)

SHIFT-UNSHIFT DETENT SPRING TENSION (Figure 50)

Hook a 25 lb. scale over the extension on the shift-unshift detent and pull in line with the spring. It should require from 10 to 14 lbs. to start the detent moving.

SIXTH VANE EXTENSION ADJUSTMENT

NOTE: This adjustment applies only to printers equipped with the old style sixth vane extension (a flat spring formed from spring steel).

Unhook the sixth vane detent spring from the spring plate. When the platen is shifted to the SHIFT and UNSHIFT positions, the sixth vane should travel equally on either side of the detent in the W notch of the locking function lever. Adjust by bending the sixth vane extension. After bending the extension, the UNSHIFT push bar should not bind on the extension in either the UNSHIFT or SHIFT positions. (See Figures 24 and 26 for location of parts.)

UNSHIFT (LETTERS) AND SHIFT (FIGURES) PUSH BARS SPRING TENSIONS (Figure 51A)

Select any character and rotate the main shaft until the printing bail is in its extreme forward position. Place the push end of an 8 oz. scale directly beneath the notch on the push bar and push horizontally at right

angles to the bar. It should require 3 to 5 ozs. to start the LETTERS and FIGURES push bars moving.

PLATEN SHAFT ADJUSTMENT

The platen shaft should have some end play, not more than .004". To adjust, position the friction assembly on the platen shaft by means of its set screws. (See Figure 64B for location of parts.)

SINGLE-DOUBLE LINE FEED DETENT ADJUSTMENT

When the single-double line feed lever is shifted to the SINGLE and DOUBLE line feed positions, the hump on the detent spring should travel equally on either side of the detent. (See Figure 50 for location of parts.) To adjust, position the detent by means of its mounting screw.

SINGLE DOUBLE LINE FEED DETENT SPRING PRESSURE (Figure 50)

With the single-double line feed lever in the SINGLE line feed position (up), hook a 4 lb. scale, held in a horizontal position, over the extension of the lever and pull toward the front. It should require 1-1/4 to 3-1/4 lbs. to move the lever to the DOUBLE line feed position.

LINE FEED DETENT LEVER ADJUSTMENT

With the single-double line feed lever in the SINGLE line feed position (up), and the line feed bail operated by hand, the line feed pawl, when sliding off the rear edge of the single-double line feed lever, should just miss the edge of a tooth on the ratchet. (See Figure 50 for location of parts.) To adjust, loosen the detent lever eccentric screw nut (Figure 53) and turn the eccentric screw so as to rotate the platen by means of the detent lever. Tighten the detent lever eccentric screw nut and check the adjustment for all the teeth on the line feed ratchet.

NOTE: There are two positions of the detent lever eccentric screw which will provide correct adjustment. Use the position which applies the least tension to the detent lever spring and be sure that the detent roller rests in the bottom of a notch on the detent ratchet.

LINE FEED LINK TURNBUCKLE ADJUSTMENT (Figure 50)

With the single-double line feed lever in the SINGLE line feed position, select the LINE FEED combination and rotate the main shaft until the line feed push bar is being stripped from the function bail blade. Under this condition the platen should rotate one line space, the detent roller should rest in the hollow between two ratchet teeth, and there should be some clearance, not more than .015", between the line feed pawl and the front face of a tooth on the ratchet. Check each tooth on the ratchet for this clearance.

When gauging these clearances, the play in the line feed mechanism should be taken up in a direction to make the clearance a maximum by pressing forward on the line feed pawl. To obtain this requirement, place the typing unit on its right side and adjust the length of the line feed vertical link by means of its turnbuckle.

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LINE FEED PUSH BAR SPRING TENSION

With the typing unit on its right side and the printing bail in its extreme rear position, apply the push end of an 8 oz. scale to the line feed push bar just to the rear of the function lever extension and push horizontally at right angles to the bar (See Figure 51A). It should require 1-1/2 to 2-1/2 ozs. to start the push bar moving.

LINE FEED DETENT LEVER SPRING TENSION (Figure 53)

With the typing unit in its normal upright position, hook a 12 lb. scale over the head of the line feed lever detent roller mounting screw and pull at right angles to the detent lever. It should require 5 to 6 lbs. to start the detent lever moving.

LINE FEED PAWL SPRING TENSION (Figure 50)

With the single-double line feed lever in the DOUBLE line feed position and the line feed pawl in its unoperated position, hook an 8 oz. scale under the line feed pawl just to the rear of the notch and pull up vertically. It should require 2 to 4 ozs. to start the pawl moving.

LINE FEED CHECK SCREW ADJUSTMENT (Figure 53)

The line feed check screw should drop in the twelfth notch from the detent roller when line feed ratchets having 33 teeth are used, and in the fourteenth notch when ratchets having 37 teeth are used. (When counting the notches, start with the notch just above the detent roller.) There should be some clearance, not more than .020", between the front face of the screw and the face of the tooth at the point of minimum clearance, when the check screw is held in the bottom of a notch on the ratchet. To adjust, loosen the line feed check screw lock nut and position the check screw to meet the foregoing requirements. Tighten the lock nut. Rotate the platen roll and check the clearance in each notch of the ratchet. If necessary, loosen the clamping nut of the line feed check post stop screw and back off the stop screw before making this adjustment.

LINE FEED CHECK POST STOP SCREW ADJUSTMENT (Figure 53)

With the line feed check post stop screw held down against the casting, there should be .015" to .030" clearance between the line feed check screw and each tooth on the detent ratchet, when the platen is rotated. To adjust, loosen the check post clamping nut and position the stop screw. Before tightening the clamping nut, make sure that the line feed check post is against the inner side of the casting and that the end of the line feed check lever shaft (Figure 50) is flush with the outer surface of the casting. Tighten the clamping nut.

LINE FEED CHECK LEVER ADJUSTMENT (Figure 53)

With the LINE FEED combination selected and the main shaft rotated until the line feed pawl has reached its farthest travel in rotating the platen, the line feed pawl lever should be in contact with the check lever, and there should be some clearance, not more than .015", between the lower edge of

the line feed check screw and the bottom of any notch in the detent ratchet. To adjust, loosen the check lever set screw and position the check lever. (See Figure 50 for location of parts.) Before tightening the set screw see that the shaft has some end play, not more than .004".

NOTE: When checking the clearance between the check screw and the ratchet, the play of the line feed check lever shaft in its right bearing should be taken up to make this clearance a maximum.

LINE FEED CHECK LEVER SPRING TENSION (Figure 50)

With the line feed pawl in the forward position, hook an 8 oz. scale under the head of the check lever set screw and pull at right angles to the set screw. It should require 2 to 3 ozs. to start the lever moving.

PRESSURE ROLLER RELEASE SHAFT COLLARS ADJUSTMENT (Figure 54)*

The pressure roller release shaft should have some end play, not more than .004". With the right collar against the casting, there should be 5/32" to 7/32" clearance between the boss just to the rear of the platen shaft boss and the pressure roller release shaft arm when the arm is opposite the boss. Adjust the clearance of the release shaft arm by means of the right locating collar and adjust the end play by means of the left locating collar.

PRESSURE ROLLER RELEASE CAMS ADJUSTMENT (Figure 55)*

With the pressure roller release shaft arm in its rear position, the high parts of the pressure roller release cams should rest on the high parts of the release levers. To adjust, position the cams on the release shaft by means of their set screws.

PRESSURE ROLLER TENSION SPRINGS ADJUSTMENT (Figure 55)*

With the release shaft arm in its forward position, hook a 12 lb. scale over the lower end of the spring adjusting lever, just above the spring, and pull in line with the spring. It should require 5 to 6 lbs. to start the adjusting lever moving. Adjust by means of the spring adjusting lever screw.

PRESSURE ROLLER RELEASE LEVER SHAFTS ADJUSTMENT

With the inner surfaces of the two paper chute mounting extensions touching the outer bosses of the two release lever shafts, the left end of the left release lever shaft (viewed from the rear of the printer) should project beyond the outer surfaces of the left paper chute mounting extension and butt against the platen bracket. The outer end of the right release lever shaft should project beyond the outer surface of the right paper chute extension by not more than 3/64" to 3/32". To adjust, position the release shafts by means of their set screws. (See Figure 54 for location of parts.)

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* Omitted when adjusting sprocket feed printers. See page 60.

PAPER CHUTE SPRINGS TENSION (Figure 56B)*

With the pressure roller release shaft arm in its rear position, hook an 8 oz. scale over the rear edge of the paper chute, midway between the side frames, and pull at right angles to the rear flat surface. It should require 2 to 4 ozs. to start the paper chute moving.

PAPER CHUTE ADJUSTMENT*

With one side of the paper chute touching its associated end boss on the platen cross bar, the other side of the chute should touch or be within .004" of touching its associated end boss; also, when one or both sides of the paper chute are touching their associated end bosses on the platen cross bar, there should be some clearance, not more than .020", between the front edge of the paper chute and the surface of the platen. To adjust, bend the chute manually to meet the above requirements. (Rotate the platen shaft to see that the paper chute does not bind the platen.)

PAPER FINGERS ADJUSTMENT (Figure 56B)*

The paper finger shaft stop arm should clear its stop post .004" to .020" with both paper fingers resting against the platen. When paper 8-1/2" wide is used, the outer edge of the lower portion of each finger should be within 3/32" of the end of the rubber portion of the platen and should not extend beyond the end of the rubber portion. When paper narrower than 8-1/2" is used, the left finger should be moved inward correspondingly. To adjust, first set the lateral position of the right paper finger and secure it to the shaft by means of its set screw with the specified clearance between the stop arm and the stop post. Then set the left paper finger to correspond to the width of the paper.

PAPER FINGERS SHAFT SPRING TENSION (Figure 56B)*

Hook a 32 oz. scale over the paper finger shaft stop arm, just above the stop post, and pull in line with the spring. It should require 14 to 18 ozs. to start the stop arm moving.

PAPER STRAIGHTENER ROD STOPS ADJUSTMENT (Figure 56B)*

When the paper straightener rod is in its extreme upward position, there should be a clearance of .030" to .050" between the straightener rod and the blocking edge of the stops. To adjust, position the stops by means of their elongated holes.

PAPER STRAIGHTENER ROD SPRINGS TENSION (Figure 56B)*

Hook a 32 oz. scale over the ends of the paper straightener rod levers, where the springs are hooked, and pull in line with the springs. It should require 8 to 12 ozs. to start the levers moving.

* * *

* Omitted when adjusting sprocket feed printers. See page 60.

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PAPER GUIDES ADJUSTMENT (Figure 56A)*

The outer sides of both paper guides should be .040" to .050" from the shoulder on their respective ends of the straightener rod. To adjust, position the guides on the shaft by means of their set screws.

SPACING ESCAPEMENT PAWL OPERATING ARM ADJUSTMENT (Figure 57)

With the LINE FEED combination selected and the main shaft rotated until the function lever bail rests on the line feed function lever, there should be .020" to .040" clearance between the rear spacing escapement pawl and the low part of the spacing escapement ratchet. To adjust, loosen the spacing escapement pawl operating arm mounting screws and position the arm. Tighten the mounting screws.

SPACING ESCAPEMENT PAWL SPRING TENSION (Figure 57)

Rotate the main shaft until the printing bail is in its extreme rear position. Hook a 32 oz. scale under the front spacing escapement pawl at the place where it rests against the escapement pawl operating arm, and pull vertically upward. It should require 10 to 14 ozs. to start the pawl moving.

MARGIN BELL HAMMER ADJUSTMENT (Figure 58)

With the bell hammer arm resting against the stop post, there should be .020" to .060" clearance between the bell and the bell hammer. To adjust, loosen the margin bell hammer bracket mounting screws and shift the bracket; if this does not give the required clearance, then bend the bell hammer arm along its entire length, avoiding a sharp bend at any point.

MARGIN BELL HAMMER SPRING TENSION (Figure 58)

Hook a 32 oz. scale over the bell hammer arm, directly below the spring, and pull in line with the spring. It should require 10-1/2 to 13-1/2 ozs. to start the arm moving..

SIGNAL BELL HAMMER SPRING TENSION (Figure 59A)

With the bell latch bar in its latched position, hook an 8 oz. scale over the upper end of the bell hammer arm extension and pull at right angles to the inner straight edge of the extension. It should require 3 to 5 ozs. to start the bell hammer moving.

SIGNAL BELL LATCH BAR LATCH SHIMS ADJUSTMENT (Figure 59A)

Set the typing unit on its right side. With the platen in the UNSHIFT position (down), the BELL combination selected and the main shaft rotated until the printing bail is in its extreme forward position, there should be .004" to .010" clearance between the bell latch bar and the lobe on the rear extension of the bell function lever. When checking this clearance, the front shoulder of the bell latch bar should be fully latched on its latch.

* * *

* Omitted when adjusting sprocket feed printers. See page 60.

NOTE: On typing units which ring the bell on blank, set up the letter T combination and rotate the main shaft until the printing bail is in its extreme forward position.

To adjust, add or remove shims between the latch and the function lever comb.

SIGNAL BELL LATCH BAR LATCH ADJUSTMENT (Figure 59A)

With the main shaft rotated until the function bail is in its extreme rear position, there should be a clearance of .010" to .020" between the front shoulder of the bell latch bar and its latch. When checking this clearance, the shoulder on the bell reset bar should be fully engaged with the function bail blade. To adjust, position the bell latch bar latch toward the front or rear by means of its elongated mounting holes.

SIGNAL BELL HAMMER BACKSTOP ADJUSTMENT (Figure 59A)

With the bell latch bar in its latched position, there should be .020" to .040" clearance between the bell hammer arm extension and the bell operating lever. To adjust, position the bell hammer backstop by means of its elongated mounting holes.

SIGNAL BELL OPERATING LEVER SPRING TENSION (Figure 59A)

Remove the bell reset bar spring. With the rear shoulder of the bell latch bar resting against the bell latch bar latch, hook a 4 lb. scale under the head of the bell operating lever screw and pull parallel to the latch bar. It should require 1-1/4 to 2-1/4 lbs. to start the lever moving.

Replace the bell reset bar spring.

SIGNAL BELL RESET BAR SPRING TENSION (Figure 59B)

Rotate the main shaft until the function bail is in its extreme forward position. With the front shoulder of the bell latch bar resting against the latch, hook an 8 oz. scale over the bell reset bar just in front of the shoulder and pull at right angles to the reset bar. It should require 3 to 5 ozs. to start the reset bar moving.

BELL FUNCTION LEVER SPRING TENSION (Figure 59A)

Select any character and rotate the main shaft until the bell function lever rests against the vanes but is not selected. Hook a 4 lb. scale over the rear extension of the bell function lever just in front of the lobe that engages the bell latch bar, and pull at right angles to the lever. It should require 1-3/4 to 2-1/4 lbs. to start the lever moving.

CARRIAGE RETURN LATCH BAR LATCH SHIMS ADJUSTMENT

With the letter O combination selected and the main shaft rotated until the printing bail is in its extreme forward position, there should be .004" to .010" clearance between the carriage return latch bar and the lobe on the rear extension of the carriage return function lever. When checking this

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clearance, the shoulder on the carriage return latch bar should be fully latched on the latch. (Similar to "Bell Latch Bar Latch Shims Adjustment" Figure 59A.) To adjust, add or remove shims between the carriage return latch bar latch and the function lever comb. (See Figure 60 for location of parts.)

CARRIAGE RETURN LATCH BAR LATCH ADJUSTMENT

With the main shaft rotated until the function bail is in its extreme rear position, there should be .010" to .020" clearance between the shoulder on the carriage return latch bar and the latch. When checking this clearance, the shoulder on the carriage return reset bar should be fully engaged with the function bail blade. (Similar to "Bell Latch Bar Latch Adjustment" Figure 59A.) To adjust, position the latch to the front or rear by means of its elongated mounting holes. (See Figure 60 for location of parts.)

CARRIAGE RETURN LOCK BAR LATCH ECCENTRIC SCREW ADJUSTMENT (Figure 60)

With the front end of the dashpot lever held in its extreme left position, there should be .006" to .015" clearance between the lower edge of the carriage return lock bar latch and the upper edge of the lock bar. When checking this clearance, all the play between the lock bar and the shoulder stud should be taken up in a direction to make this clearance a minimum. Adjust by means of the lock bar latch eccentric screw.

NOTE: There are two positions of the eccentric screw at which the proper adjustment can be obtained. Use the position which gives the greater tension to the latch spring.

CARRIAGE RETURN LOCK BAR LATCH SPRING TENSION (Figure 60)

With the carriage return lock bar latch unlatched (resting on the upper part of the carriage return lock bar), hook a 32 oz. scale over the latch just below the spring and pull parallel to the lock bar. It should require 7 to 10 ozs. to start the latch moving.

CARRIAGE RETURN LOCK BAR ADJUSTMENT (Figure 60)

With the carriage return lock bar in its latched position and the shoulder of the lock bar held against the edge of the latch, there should be a clearance of .010" to .020" between the teeth of the carriage return clutch members. Adjust the length of the lock bar by means of its sliding joint to obtain this clearance.

NOTE: Before making the foregoing adjustment, place the typing unit on its back. Rotate the spacing shaft until the mounting screw of the carriage return clutch driven member is accessible. Operate the dashpot lever to engage the clutch teeth. Loosen the mounting screw and rotate the spacing gear in a clockwise direction (as viewed from the lower end of the shaft) until all the play between the clutch driven member and its mounting screw has been taken up. Tighten the mounting screw.

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CARRIAGE RETURN OPERATING LEVER STOP SCREW ADJUSTMENT (Figure 60)

With the CARRIAGE RETURN combination selected and the main shaft rotated until the carriage return function lever just trips the carriage return latch bar off its latch, there should be some clearance, not more than .020", between the lock bar shoulder and the edge of the lock bar latch. When checking this clearance, all the play in the lock bar connections should be taken up in a direction to make the clearance a minimum. This can best be done by pulling outward on the lock bar. To adjust, set the height of the carriage return operating lever stop screw.

CARRIAGE RETURN RESET BAR SPRING TENSION (Figure 60)

With the typing unit resting on its right side, the function bail in its extreme forward position, and the carriage return latch bar tripped off its latch, hook an 8 oz. scale over the reset bar just in front of the shoulder and pull horizontally at right angles to the reset bar. It should require 3 to 5 ozs. to start the reset bar moving.

CARRIAGE RETURN FUNCTION LEVER SPRING TENSION (Figure 60)

With any character selected and the main shaft rotated until the carriage return function lever is resting against the vanes but not selected, hook a 4 lb. scale over the rear extension of the function lever just in front of the lobe that engages the latch bar, and pull at right angles to the lever. It should require 1-3/4 to 2-1/4 lbs. to start the lever moving.

CARRIAGE RETURN OPERATING LEVER SPRING TENSION (Figure 60)

With the shoulder of the carriage return latch bar against its latch, and the carriage return operating lever spring unhooked from the spring post, hook a 12 lb. scale in the spring eye. It should require 5 to 7 lbs. to extend the spring to position length.

CARRIAGE RETURN CLUTCH SPRING COMPRESSION

With the shoulder of the carriage return latch bar resting against its latch and the carriage return lock bar latch held away from the lock bar, apply a 12 lb. push scale to the end of the carriage return clutch fork to which the latch link is assembled and push downward as nearly in line with the latch link as possible. It should require 1-1/2 to 2-1/2 lbs. to start the driving clutch member moving away from the driven member. (See Figure 60 for location of parts.)

DASHPOT LEVER SPRING TENSION

Unhook the dashpot lever spring from the spring post in the dashpot lever and hook a 32 oz. scale in the spring eye. With the front end of the dashpot lever in its extreme right position, it should require 18 to 24 ozs. to extend the spring to its position length.

SPACING STOP LEVER BRACKET ADJUSTMENT (Figure 61)

The lower end of the spacing stop lever should clear the driving disc of the main shaft .060" to .080". With the spacing stop lever held against the stop on the bracket by means of its spring, there should be a clearance of .040" to .080" between the lower left edge of the stop lever and the right side of a tooth on the spacing stop sleeve when the tooth is opposite the lever. Adjust the spacing stop lever bracket vertically by means of its enlarged mounting holes to meet the first requirement and adjust it horizontally to meet the latter requirement.

PLACE TYPING UNIT IN UPRIGHT POSITION

SPACING STOP LEVER SPRING TENSION (Figure 61)

With a 32 oz. scale held in a horizontal position and hooked over the upper end of the spacing stop lever, pull toward the right. It should require 8 to 12 ozs. to start the lever moving.

REPLACE THE TYPEBAR CARRIAGE

CARRIAGE GUIDE SCREWS ADJUSTMENT (Figure 22)

With the type bar carriage in position on the typing unit and the printing bail in its extreme rear position, there should be some clearance, not more than .008", between the upper surface of the guide screw heads and the upper surface of the groove in the front carriage track. Check for this clearance over the entire travel of the carriage. Adjust by means of the guide screws and lock nuts.

CODE BAR BELL CRANKS ADJUSTMENT

The code bars should be carried firmly against their stops in both the MARKING and SPACING positions when the UNSHIFT and BLANK combinations are alternately selected and the main shaft is rotated until the function levers are lifted free from the rear edges of the vanes. With the UNSHIFT combination selected, move the vanes, one by one, from the marking position to the spacing position and allow them to return to the marking position slowly. Note any of the code bars which are not carried firmly against their stops. (See Figure 62 for location of parts.)

Set up the BLANK combination on the selector and repeat the foregoing procedure. Again note any of the code bars which are not carried firmly against their spacing stops. If it is found that all the code bars are carried against their stops in the spacing position and not in the marking position, or vice versa, it will be necessary to loosen the mounting screws and adjust the position of the bell crank mounting plate (up and down). If the plate is moved upward, the code bars may be caused to move farther toward the left, which is their marking position. If, however, it is found that only one or two of the code bars fail to be carried firmly against their stops in both the marking and spacing positions, the travel of the code bars may be adjusted by means of the bell crank eccentric bushings.

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When the bell crank assembly is finally adjusted, all five code bars should rest firmly against the marking and spacing stops when the vanes are in their respective marking and spacing positions. Make sure that the upper ends of the bell cranks do not engage the code bars deeply enough to bind.

SPACING RACK ADJUSTMENT (Figure 63)

There should be some backlash, not more than .006", between the spacing gear and the spacing rack along the entire travel of the rack. To adjust, loosen the spacing rack mounting screws and adjust the rack toward the front or rear.

LOCKING FUNCTION LEVER SPRING TENSION (Figure 26)

Rotate the main shaft until the printing bail is in its extreme rear position. Unhook the locking function lever spring from the spring plate and hold the locking function lever against its pivoting shaft. With a 64 oz. scale hooked in the locking function lever spring eye, it should require 40 to 50 ozs. to pull the spring to position length.

SIXTH VANE DETENT SPRING TENSION (Figure 24)

Hook an 8 oz. scale in the sixth vane detent spring hole and pull in line with the spring toward the rear of the typing unit. It should require 6 to 8 ozs. to start the roller moving away from the sixth vane.

CARRIAGE RETURN SPRING DRUM ADJUSTMENT

Rotate the main shaft until the printing bail is in its extreme rear position. Hook a 12 lb. scale over the lower part of the right ribbon spool bracket and pull in a line parallel to the carriage track. It should require 3-3/4 to 4-1/4 lbs. to start the carriage moving away from the extreme left position. When measuring this tension, the carriage return lock bar should be held in approximately its latched position so as to disengage the clutch teeth, and the dashpot lever should be held in its operated position. To adjust, wind up the carriage return spring by rotating the center shaft of the drum to increase the tension, and operate the carriage return drum escapement lever to decrease the tension.

PAPER SPINDLE DRAG SPRING ADJUSTMENT (Figure 64A)*

Insert a paper spindle (without paper) in its bearing slots, and lock it in place with the retaining plates. With both ends of the spindle shaft at the bottom of their slots, apply the push end of a 12 lb. scale to the left end of the spindle shaft and push toward the right side of the typing unit. It should require 5 to 8 lbs. to start the spindle moving. This pressure may be adjusted by bending the spindle drag spring.

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* Omitted when adjusting sprocket feed printers. See page 60.

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PLATEN FRICTION ASSEMBLY ADJUSTMENT (Figure 64B)*

Move the pressure roller release shaft arm (Figure 55) to its extreme rear position. Unhook the line feed detent lever spring (Figure 53) and place the platen crank vertically upward. Hook an 8 oz. scale at the end of the crank handle and pull horizontally toward the front of the typing unit. It should require 5 to 9 ozs. to start the platen rotating. Replace the detent lever spring. This tension may be regulated by means of the adjusting nuts on the friction assembly.

SEND-RECEIVE T LEVER FRICTION WASHER (Figure 65A)**

With the printing bail in its extreme rear position, move the T lever so as to provide .040" to .060" clearance between the T lever and the universal function lever extension. Hook an 8 oz. scale under the right extension of the T lever, just to the left of the universal function lever extension, and pull vertically upward. It should require 5 to 6-1/2 ozs. to start the lever moving.

UNIVERSAL FUNCTION LEVER SPRING TENSION (Figure 65A)**

With the printing bail in the extreme rear position, hook a 32 oz. scale under the extreme front end of the universal function lever extension and pull vertically upward. It should require 14 to 17 ozs. to start the lever moving.

BLANK FUNCTION LEVER SPRING TENSION (Figure 65A)**

With the printing bail in its extreme rear position, hook a 12 lb. scale under the extreme front end of the blank function lever extension and pull vertically upward. It should require 4-1/2 to 6 lbs. to start the lever moving.

SEND-RECEIVE MECHANISM PLATE ADJUSTMENT (Figure 36)

With the left arm of the T lever in contact with the blank function lever extension, there should be some clearance, not more than .008", between the right arm of the T lever and the universal function lever extension when the BLANK combination is selected and the main shaft rotated until the blank function lever is completely selected, stopping rotation at the point where the function lever bail roller just leaves the cam surface of the blank function lever. (On typing units equipped with blank printing-spacing cutout function lever, it will be necessary to stop rotation of the main shaft at the point where the function lever bail comes to rest on top of the blank printing-spacing cutout function lever.) To adjust, position the send-receive mechanism plate by means of its elongated mounting holes. When making this adjustment, the intermediate lever should be clear of the blank function lever extension.

NOTE: On typing units where the blank and universal function levers are omitted, the send-receive mechanism plate should be adjusted so as to

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- * Omitted when adjusting sprocket feed printers. See page 60.
- ** Omitted when unit is not equipped with send-receive mechanism.

provide .020" to .030" vertical clearance between both ends of the function lever spring plate and the send-receive mechanism plate.

THE FOLLOWING TWO MOTOR STOP ADJUSTMENTS APPLY ONLY TO THOSE MACHINES EQUIPPED WITH MECHANICAL MOTOR STOP MECHANISM:

RIGHT MOTOR STOP CONTACT ADJUSTMENT (Figures 35 and 36)

- (1) With the printing bail in its extreme rear position, the selector armature held in the MARKING (operated) position, and the inner motor stop pawl engaged with its latch, there should be a slight clearance, not more than .006", between the insulated end of the light contact spring of the right motor stop contacts and the upper end of the motor stop contact lever. To adjust, bend the light contact spring to obtain this clearance, making sure that the heavy contact spring does not bear against the light spring.
- (2) With the selector armature in the SPACING (unoperated) position and the outer motor stop pawl engaged with the latch, there should be a clearance of .012" to .020" between the contact points. To adjust, bend the heavy spring of the right motor stop contacts.

LEFT MOTOR STOP CONTACT ADJUSTMENT (Figure 36)

- (1) With the printing bail in its extreme rear position, there should be some clearance, not more than .006", between the insulated end of the light contact spring of the left motor stop contacts and the lobe on the front extension of the motor stop function lever. To adjust, bend the light contact spring to obtain this clearance, making sure that the heavy spring does not bear against the light spring.
- (2) With the motor stop function lever selected and the main shaft rotated until the right motor stop contact is just at the point of opening, the left motor stop contact should then be at the point of closing. To adjust, bend the heavy contact spring of the left motor stop contacts.

INTERMEDIATE LEVER STOP BRACKET ADJUSTMENT (Figure 36)*

First select the BLANK combination and rotate the main shaft until the intermediate lever toe is under the blank function lever extension. Make sure that the intermediate lever is approximately vertical. Then select the T combination and rotate the main shaft until the printing bail is in its extreme forward position. During this latter operation the left end of the intermediate lever toe should move to a point at least 1/16" to the right of the blank function lever extension. To adjust, position the intermediate lever stop bracket by means of its elongated mounting holes.

* * *

* Omit when unit is not equipped with send-receive mechanism.

INTERMEDIATE LEVER SPRING TENSION (Figure 65A)*

With the printing bail in its extreme rear position, move the T lever so that its right end is in contact with the universal function lever extension and hold the reset lever so that its upper edge is horizontal. Then hook an 8 oz. scale over the intermediate lever just above the spring arm and pull horizontally toward the left of the typing unit. It should require $3/4$ to $1-1/2$ ozs. to start the lever moving.

MOTOR PLATE ADJUSTMENT

There should be a barely perceptible amount of backlash between the motor pinion and the highest point of the main shaft gear. The lateral alignment of the motor pinion and the main shaft gear should be such that the center line of the gear coincides with a vertical line through the center of the hole in the motor pinion.

When printers are equipped with motors not having elongated mounting holes, adjust as follows:

- (1) Place the typing unit on an adjusted base with motor assembly and tighten the three mounting thumb screws. Facing the front of the base unit and with the keyboard removed from the base, visually check the lateral alignment of the motor pinion and the main shaft gear to determine if a center line of the gear coincides with a vertical line through the center of the hole in the motor pinion. If these lines do not coincide, remove the typing unit from the base unit and loosen the four motor mounting screws.

Replace the typing unit on the base unit and shift the motor by taking up the play between the drilled motor mounting holes and the motor mounting screws until the two lines previously mentioned coincide. If there is insufficient play in the motor mounting holes to permit the motor to be shifted sufficiently to cause the lines to coincide, shift the motor as much as possible in order to obtain the best possible lateral alignment of the motor pinion and the main shaft gear. See that the edges of the motor base are parallel to the respective edges of the motor plate. Then remove the typing unit and tighten the four motor mounting screws.

- (2) Loosen the rear motor plate mounting screw and the lock nut on the motor plate adjusting screw. Slightly loosen the two front motor plate mounting screws to prevent stripping of the threads while making the following adjustment:

Replace the typing unit and tighten the three mounting thumb screws. By means of the motor plate adjusting screw, adjust the vertical position of the motor pinion until there is a barely perceptible amount of backlash between the motor pinion and the highest point on the main shaft gear. This high point may be found by turning the main shaft for one complete revolution. Start the

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* Omit when typing unit is not equipped with send receive mechanism.

motor and carefully readjust the vertical position of the motor pinion by means of the adjusting screw until the gear noise is reduced to a minimum. Tighten the three motor plate mounting screws and the adjusting screw lock nut. Recheck the backlash between the gears.

CAUTION: Care should be exercised in adjusting the vertical position of the motor pinion while the motor is running in order to avoid damaging the main shaft gear or reducing the speed of the motor as the result of too close a mesh between the gear and the pinion.

NOTE: When printers are equipped with motors having elongated mounting holes: Make adjustments (1) and (2) as described in the foregoing, except that in making adjustment (1) the motor must be shifted until the center line of the gear also passes through the center of the hole in the motor pinion as nearly as it is possible to determine by eye.

SEND-RECEIVE RESET LEVER UPPER ADJUSTING SCREW ADJUSTMENT (Figure 65B)**

There should be .004" to .006" clearance between the upper edge of the intermediate lever toe and the bottom of the blank function lever extension under the following conditions:

With the printing bail in its extreme rear position and the send-receive lever in the SEND position (up), move the toe of the intermediate lever under the blank function lever extension. Then select the T combination and rotate the motor until the intermediate lever is moved to a position where the blank function lever extension overlaps the toe of the intermediate lever by one half the thickness of the blank function lever extension and check for the required clearance. Adjust by setting the height of the reset lever upper adjusting screw.

RESET LEVER LOWER ADJUSTING SCREW ADJUSTMENT (Figure 66A) (*) (**)

With the platen in the UNSHIFT position (down), the motor stop combination selected and the motor rotated until the printing bail is in its extreme forward position, there should be some clearance, not more than .002", between the head of the lower adjusting screw and the lower surface of the front extension of the motor stop function lever when the send-receive lever is in the SEND position (up). Adjust the height of the lower adjusting screw to regulate this clearance.

RESET LEVER DOWN STOP SCREW ADJUSTMENT (Figure 66A and B)*

With the send-receive handle in the SEND position (up) and the toe of the intermediate lever under the blank function lever extension, select the BLANK combination and rotate the main shaft until the function bail roller just leaves the cam surface of the blank function lever. Then depress the break key

* * *

* Omit when typing unit is not equipped with mechanical motor stop mechanism.

** Omit when unit is not equipped with send-receive mechanism.

and immediately release it. The stop lever plate should just latch the upper contact lever (on bases equipped with send-receive-break mechanism having two lower contacts the safety pawl should latch the operating lever), and there should not be more than .002" clearance between the stop lever plate and the upper contact lever (or between the safety pawl and the operating lever on bases equipped with send-receive-break mechanism having two lower contacts). To adjust, set the height of the reset lever downstop screw.

LEFT MARGIN ADJUSTING SCREW ADJUSTMENT (Figure 60)*

The left edge of the letter M should print $7/8"$ (plus or minus $1/16"$) from the left edge of the platen when used as the first character in lines of 72 character length. When lines of 76 character length are required, the left edge of the letter M should print $11/16"$ (plus or minus $1/16"$) from the left edge of the platen. To adjust, turn the left margin adjusting screw inward and lock the carriage in place by operating the dashpot lever so that the carriage will be in a position to print the letter M the required distance from the left edge of the platen as specified in the foregoing paragraph. Make sure that the carriage clutch members are fully engaged. Then reposition the adjusting screw so that, when the lock nut is slightly tightened so as to take up the end play in the threads and a horizontal pull of 8 lbs. is exerted on the dashpot lever applied with a 12 lb. scale at right angles to the curved surface $1/32"$ behind the margin adjusting screw, there is a slight clearance (not more than .002") between the end of the screw and the dashpot lever. Turn the left margin adjusting screw $1/6$ th turn in a direction to eliminate this clearance and tighten the lock nut.

RIGHT MARGIN ADJUSTING SCREW ADJUSTMENT (Figure 61)

The printer should normally print seventy-two characters on a line before spacing is blocked by the spacing stop pawl. To adjust, return the carriage to the left end of the line and back off the right margin adjusting screw. Then, with the right margin adjusting screw arm in engagement with its detent, space the carriage one less space than the number of characters desired per line; that is, seventy-one spaces for normal lines of seventy-two characters. (The carriage should then be in position to print the last character for the desired length of line.) Adjust the stop screw so that the spacing stop lever is moved within .015" to .030" from a projection on the spacing stop sleeve.

RIBBON OSCILLATOR LEVER ADJUSTMENT

With the ribbon lockout bar in its unoperated position (pulled outward toward the right), the ribbon should fully cover any character as it is being printed and the top edge of the ribbon should not be above the bottom edge of the printed character when the printing has been completed and the main shaft clutch has disengaged. To adjust, shift the platen to the SHIFT position (up) and loosen the ribbon oscillator lever clamping screw and nut. Position the ribbon oscillator lever and tighten the clamping screw and nut. Check this adjustment with the platen in the UNSHIFT position (down). See Figure 67.

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* Omitted when adjusting sprocket feed printers.
See page 60.

RIBBON LOCKOUT BAR ADJUSTMENT (Figure 68)

NOTE: This adjustment applies only to those printers equipped with the adjustable ribbon lockout bar.

Hold the ribbon carrier down and move the ribbon lockout bar to the left against its stop. The ribbon should be locked sufficiently below the printing line to prevent printing of any portion of the characters. To adjust, position the lockout bar extension by means of its adjusting screws so that the ribbon oscillator just fails to operate when the lockout bar is in its operated (extreme left) position and the platen is in the UNSHIFT position.

With the ribbon lockout bar in its operated position and with a 12 lb. scale hooked over the end of the ribbon lockout bar and pulling directly in line with the bar, it should not require more than 5 lbs. to move the lockout bar to its unoperated position.

SPACING CLUTCH TORQUE (Figure 69)

After the motor has run for at least ten minutes, tie the carriage return lock bar in its latched position and hook a 32 oz. scale over a tooth on the spacing escapement ratchet. With the main shaft rotating, hold off the rear escapement pawl and pull horizontally toward the rear of the unit. It should require from 18 to 24 ozs. to hold the spacing escapement ratchet stationary.

MARGIN SIGNAL BELL ADJUSTMENT

The bell should ring on the sixty-sixth printed character for lines of seventy-two character length. To adjust, return the carriage to the left end of the line. Then space the carriage sixty-six spaces to the right. Loosen the margin bell cam thumb screw and adjust the cam so that its right side is in contact with the margin bell pawl and tighten the thumb screw. (See Figure 58 for location of parts.)

SELECTOR CLUTCH TORQUE (Figure 70)

The torque should be measured with the motor running at least ten minutes. Hook a 32 oz. scale to the selector cam sleeve stop arm. It should require a pull of 14 to 18 ozs. to hold the sleeve stationary. This clutch torque depends on the condition of the felt washers and the friction clutch spring. If any difficulty is encountered in securing the specified torque, shims may be placed at the inner end of the selector friction clutch spring. Shims are available under the following numbers:

96763	Shims	(.012")
96764	Shims	(.016")
96765	Shims	(.020")

The selector cam sleeve, its associated friction discs and compression spring must be removed from the shaft in order to insert the shims.

BAIL CAM UNIT FRICTION CLUTCH TORQUE (Figure 70)

Remove the function bail spring and hold the printing bail away from its adjusting screw. With the printer running on a closed line, hook a 32 oz. scale over the screw head on the cam unit and pull horizontally at right angles to the main shaft. It should require 20 to 24 ozs. to move the cam opposite to its normal direction of rotation:

CAUTION: To prevent the clutch from engaging, block the clutch throwout lever in such a manner that it prevents the engaging of the clutch members.

DASHPOT VENT SCREW ADJUSTMENT

The carriage should return from its right stop to its left stop without bouncing and with minimum shock when the carriage return lock bar is held in its latched position. Adjust by means of the dashpot vent screw and lock nut. (See Figure 60 for location of parts.)

KEYBOARD UNIT

LOCK LOOP SPRING TENSION (Figure 71)

Rotate the transmitting cam cylinder until the lock loop roller is resting on the low part of its cam. Hook an 8 oz. scale in the lock loop spring hole and pull in line with the spring. It should require 4 to 5 ozs. to start the lock loop moving.

LOCKING LEVER SHAFT BRACKET ADJUSTMENT (Figure 71)

With the locking levers in the spacing position and the contact levers on the high part of their cams, there should be some clearance, not more than .010", between the contact levers and the locking levers when the locking levers are pressed downward by hand to make this clearance a minimum. Also, the locking levers should travel equally on either side of the lock loop blade when the UNSHIFT and BLANK keys are alternately depressed. To adjust, add or remove shims between the locking lever shaft bracket and the keyboard casting to meet the first requirement and, before tightening the bracket mounting screws, position the bracket laterally to meet the second requirement.

TRANSMITTING CONTACTS GAP ADJUSTMENT (Figure 71)

With any contact lever on the high part of its cam, the contact gap should be *.020" to .025".

* For start-stop contacts, the gap should be .015" to .025".

Bend the shorter contact springs to obtain this clearance.

CONTACT SPRING PRESSURE (Figure 72)

With any contact lever on the low part of its cam, it should require a pressure of 4-1/2 to 5-1/2 ozs. to open the contact when the push end of an 8 oz. scale is applied to the contact spring just above the contact point. To adjust, bend the longer contact springs. Recheck the contact gap adjustment.

CLUTCH SPRING COMPRESSION (Figure 73)

Hook a 32 oz. scale to the clutch driven member projection and pull directly in line with the shaft. It should require 9 to 12 ozs. to separate the clutch teeth.

CLUTCH ADJUSTMENT (Figure 74)

There should be .005" to .015" clearance between the clutch teeth when the clutch is fully disengaged. To adjust, position the clutch throwout lever by means of shims placed between the throwout lever post and the bracket.

LOCK LOOP ROLLER ADJUSTMENT

NOTE: This adjustment applies only to those keyboards equipped with lock loops having an elongated hole for the roller pivot screw.

Rotate the keyboard shaft until the clutch teeth are disengaged. Press the lock loop roller against its cam to fully disengage the clutch teeth and position the locking levers directly below the lock loop blade to make the clearance a minimum. Under these conditions there should be .008" to .015" clearance between the lock loop blade and the locking lever having the least clearance. To adjust, position the roller pivot screw by means of its elongated mounting hole.* (See Figure 71 for location of parts.)

- * On some keyboards an eccentric roller pivot screw is used which provides extra adjusting margin. In these cases the shoulder screw should be mounted with the high part of its eccentric extending toward either end of the slot in the lock loop, depending upon in which direction the additional margin of adjustment is required.

UNIVERSAL BAR PILOT SCREWS ADJUSTMENT

The universal bar should have some end play, not more than .010"; the universal bar extension should be approximately in the middle of the space between the P and CARRIAGE RETURN key levers; and the trip-off pawl should clear the sides of the stop plate mounting screws and the locking lever bracket when the trip-off pawl is operated by depressing a key lever. (See Figure 74 for location of parts.) To adjust, position the universal bar by means of its pilot screws.

TRIP-OFF PAWL STOP PLATE ADJUSTMENT (Figure 74)

There should be .040" to .060" clearance between all key levers and the universal bar when the trip-off pawl is resting against the end of the stop plate. To adjust, position the trip-off pawl stop plate by means of its elongated mounting holes.

INTERMEDIATE PAWL ECCENTRIC ADJUSTMENT (Figure 74)

There should be .050" to .060" clearance between the trip-off pawl and the intermediate pawl when the trip-off pawl is resting against the end of the stop plate and the intermediate pawl is against its eccentric. To adjust, position the intermediate pawl eccentric.

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CLUTCH THROWOUT LEVER ECCENTRIC ADJUSTMENT

With the transmitter shaft in the stop position and the clutch fully disengaged, hold the clutch throwout lever against the driven clutch member. Under this condition the intermediate pawl should be held, without perceptible play, between the clutch throwout lever and the intermediate pawl eccentric. To adjust, position the clutch throwout lever eccentric. (See Figure 74 for location of parts.)

TRIP-OFF PAWL ECCENTRIC ADJUSTMENT (Figure 75)

With the clutch throwout lever held against the high part of its cam and the clutch throwout lever eccentric held against the clutch throwout lever, the end of the trip-off pawl should clear the end of the intermediate pawl by not more than .004" when a key lever is slowly depressed. Adjust by means of the trip-off pawl eccentric screw.

NOTE: There are two positions of the eccentric screw that will provide the correct clearance. The high part of the eccentric should be positioned toward the rear of the keyboard in making this adjustment. If necessary, bend the rear extension of the trip-off pawl stop plate so that, with the trip-off pawl in its operated position, there is at least .002" clearance between the formed up end of the stop plate and the lower edge of the trip-off pawl.

CLUTCH THROWOUT LEVER SPRING TENSION

With the clutch teeth engaged and the clutch throwout lever resting against the low part of the clutch driven member, hold the intermediate pawl against its eccentric; at the same time hook an 8 oz. scale over the throwout lever just above the spring hole and pull in line with the spring. It should require 1-1/2 to 2-1/2 ozs. to start the lever moving. (See Figure 74 for location of parts.)

TRIP-OFF PAWL SPRING TENSION (Figure 76)

Unhook the trip-off pawl spring. With an 8 oz. scale hooked in the spring eye, it should require 3-1/2 to 4-1/2 ozs. to pull the spring to position length.

TRANSMITTING CAM CYLINDER END PLAY ADJUSTMENT (Figure 77)

The transmitting cam cylinder should have some end play, not more than .002". To adjust, position the bushing in the rear bearing bracket by means of its adjusting nuts.

KEY LEVER SPRING TENSION ADJUSTMENT (Figure 78)

The openings between the ends of all key lever springs except the spacer key lever spring should measure 1-3/16". The spacer key lever spring should measure 1-15/16" across the opening between the ends. Adjust by bending the springs.

REPEAT SPACE ROD ADJUSTMENT (Figure 79)

With the space bar fully depressed by applying pressure at approximately the center of the bar, there should be .010" to .020" clearance between the clutch throwout lever and the high part of the throwout cam. To obtain this requirement, adjust the repeat space rod by means of its adjusting nuts. (See Figure 74 for location of parts.)

REPEAT SPACE ROD BRACKET ADJUSTMENT (Figure 80)

This adjustment applies only to keyboards equipped with repeat space rod brackets having enlarged mounting holes (.205" in diameter) and a flat washer under the head of the bracket mounting screw.

With the space bar fully depressed, adjust the repeat space rod bracket so that there is some clearance, not more than .008", between the formed end of the repeat space rod and the flat side of the transmitter rear bracket measured at the closest point. The front face of the repeat space rod bracket should be parallel to the rear surface of the transmitter rear bracket. Adjust by means of the enlarged mounting hole.

REPEAT SPACE ROD SPRING TENSION (Figure 80)

Hook an 8 oz. scale over the repeat space rod just in front of the spring hole and pull in line with the spring. It should require 1 to 3 ozs. to start the rod moving.

ADJUSTMENTS OF THE CENTER CONTACT GOVERNOR

SPEED ADJUSTING WHEEL FRICTION WASHER SPRING TENSION ADJUSTMENT (Figure 81) See Note (A)

Turn the adjusting wheel so that the tension on the governor contact is 13 to 14 ozs. Measure by hooking a 32 oz. scale over the contact spring arm next to the contact and pulling parallel to the speed adjusting spring.

To measure the pressure of the speed adjusting wheel friction washer, insert a bank pin in the leather rim (radially), and hook a 32 oz. scale over the pin at the periphery of the adjusting wheel and pull at right angles to the radius. It should require 16 to 24 ozs. to start the wheel moving. To adjust this tension, remove the friction washer and bend the large projections.

INNER AND OUTER DISC CONTACT SPRING ADJUSTMENT (Figure 82) See Note (A)

- (1) The distance from the inner surface of the governor cover to the highest point on the contact springs should be $25/32"$ to $27/32"$.
- (2) Place a $5/16"$ socket wrench over the nut located in the center of the governor cover which is used to hold the contact springs in place. With a suitable scale, measure the radial distance from the vertical surface of the wrench to the point where the scale touches the curved

* * *

- (A) These requirements should be checked with the governor adjusting bracket, the brush spring plate, and the governor cover removed.

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surface of the inner disc contact spring. This distance should be $17/32''$ to $19/32''$.

- (3) In a similar manner, measure the distance from the wrench to the point of the contact on the outer disc contact spring. This distance should be $7/16''$ to $1/2''$.

Adjust by bending the inner and outer disc contact springs.

GOVERNOR BRUSH SPRING PLATE BRACKET ADJUSTMENT

The spring plate bracket should be positioned to meet the following requirements:

- (1) A line established by the center of the outer disc and the center of one of the brushes should pass through some portion of the other brush. (Figure 83A)
- (2) The surface of the brush spring plate bracket on which the brush spring plate is mounted should be in line with the outer surface of that part of the governor cover on which the target is mounted. (Figure 83B)
- (3) The bracket should be parallel to the edge of the motor base plate.

To adjust, position the brush spring plate bracket by means of its enlarged mounting holes.

GOVERNOR BRUSH SPRING PRESSURE (Figure 83B)

(A) INNER DISC BRUSH SPRING

Hook an 8 oz. scale over the inner disc brush spring just to the right of the carbon contact brush, as viewed from the rear of the motor, and pull horizontally away from the motor. It should require $4-1/2$ to $5-1/2$ ozs. to start the brush moving away from the disc.

(B) OUTER DISC BRUSH SPRING

Apply an 8 oz. push scale against the outer disc brush spring just to the right of the carbon contact brush, as viewed from the rear of the motor, and push horizontally toward the motor. It should require $4-1/2$ to $5-1/2$ ozs. to start the brush moving away from the disc.

To obtain the correct brush spring pressure, remove and bend the brush springs. When the springs are replaced and the spring pressure obtained, see that the contact brushes lie flat against their respective discs and that the outer edges of the brushes are either flush with or not more than $3/64''$ inside the outer edges of the discs.

GOVERNOR ADJUSTING BRACKET ADJUSTMENT (Figure 83B)

There should be $.020''$ to $.060''$ clearance between the speed adjusting wheel and the speed adjusting surface on the bracket. Adjust by bending the governor adjusting bracket.

SPEED ADJUSTING LEVER STOP PLATE ADJUSTMENT

There should be .006" to .050" clearance between the adjusting lever wearing strip and the governor when the speed adjusting lever is held against the stop plate. To adjust, position the adjusting lever stop plate by means of its elongated mounting holes. (See Figure 83B for location of parts.)

GOVERNOR SHIMS ADJUSTMENT (Figure 83B)

With the governor speed adjusting lever in its unoperated position, there should be at least .006" clearance between the adjusting lever wearing strip and the speed adjusting wheel when the wheel is opposite the wearing strip, the wearing strip is tight against the casting, and all the end thrust of the motor armature is taken up in a direction to make this clearance a minimum. Adjust by means of shims placed on the armature shaft between the governor hub and the end frame casting of the motor. (If wearing strip is not absolutely tight against the casting, bend it until it is.)

SYNCHRONOUS MOTOR ADJUSTMENTS

ON SYNCHRONOUS MOTORS WITH A THREE BRUSH STARTING SWITCH, THE SWITCH SHOULD MEET THE FOLLOWING REQUIREMENTS:

NOTE: These requirements should not be checked unless there is reason to believe the starting switch is out of adjustment.

- (1) Remove the motor unit from the base and remove the motor fan and pinion.
- (2) Remove the switch end shield screws and the switch commutator mounting screws. Remove the switch end shield.
- (3) Pull out the rotor until the brush holder spring is accessible and remove the spring.
- (4) The tension of the spring for 60 cycle motors should measure 3 to 3-3/4 ozs. when extended to a length of 5 inches, using an 8 oz. scale. The tension of the spring for 50 cycle motors should measure 1-1/2 to 2-1/2 ozs. when extended to a length of 5 inches, using an 8 oz. scale.
- (5) The brush holders should be mounted by means of the center set of mounting holes and should be free.
- (6) The brush holder stop pins should be safely within the holes of the fibre disc when all the play in the brush holders has been taken up to make the engagement of the pins with the disc a minimum.
- (7) Replace the brush holder spring, making certain that the spring eyes are fully engaged with each other.
- (8) Replace the switch commutator screws and tighten the two screws alternately a little at a time until both screws are tight.

- (9) Replace the switch end shield screws using the same precaution in tightening as in the foregoing item.
- (10) Apply the push end of a 12 lb. scale against the fan end of the shaft and push parallel to the shaft. It should require at least 7 lbs. pressure to start the shaft moving.
- (11) Replace the motor fan and pinion. Replace the motor unit on the base and check the motor plate adjustment.

BASE UNIT

MOTOR UNIT SLIP CONNECTION SPRINGS ADJUSTMENT

- (1) With the motor unit in position on the base, hook a 4 lb. scale under one of the end motor unit slip connection springs just above the head of the terminal screw on the motor connection block, and pull toward the front of the base at right angles to the spring. It should require 2 to 4 lbs. to just break contact. Measure the pressure of the opposite end slip connection spring in the same manner. This pressure can be regulated by removing the motor unit and bending the springs.
- (2) With the motor unit removed and a straight edge placed across the two end springs, there should be some clearance, not more than .015", between the two inner springs and the straight edge. Adjust by bending the two inner springs.

LINE JACK SPRINGS ADJUSTMENT

It should require 1 to 2 lbs. pressure, using a 12 lb. scale, on the curved part of the jack spring to just open the contacts. With the typing unit in position on the base, the line jack contacts should be separated .020" to .060". Bend the long contact spring to obtain these requirements.

KEYBOARD JACK SPRINGS ADJUSTMENT

It should require 1 to 2 lbs. pressure, using a 12 lb. scale, on the curved part of the jack spring to just open the contact. With the keyboard inserted in the base, the keyboard jack springs should be separated .025" to .075". All slip connection springs should be in line.

To adjust, first remove the four base plate mounting screws and the base plate. Then remove the four screws that hold the slip connection mounting plate assembly to the base so that the bakelite cover can be removed, and then replace the four screws. Next measure the pressure of the two keyboard jack springs. With the keyboard inserted in the base the keyboard jack springs should now be separated by .005" to .025". This clearance may be measured from above the base by inserting a wire gauge between the contact springs. Bend the long contact spring of the two jack springs to obtain this spring tension and bend the short contact spring to provide this contact gap. (After the bakelite cover is replaced the jack contact springs should be separated by .025" to .075".) Remove the keyboard from the base and with a straight edge laid across the two keyboard jack springs, align the other slip connection contact springs

by bending, so that they just touch the straight edge. Remove the four slip connection mounting plate screws and insert the bakelite cover in its original position. Replace the four mounting screws previously removed. Finally, install the base plate on the base by means of its mounting screws.

TYPING UNIT SLIP CONNECTION SPRING ADJUSTMENT

Remove the typing unit from the base. Hold a straight edge flush against the left rear milled surface on the base and extend the straight edge over the printer slip connections. There should be $7/8$ " clearance (plus or minus $1/64$ ") between the straight edge and the curved part of the springs. Bend the slip connection springs to obtain this clearance.

NOTE: The following adjustments apply only to bases equipped with a jack for closing the line and selector circuits when the line relay is removed.

RELAY JACK CONTACT GAP ADJUSTMENTS

- (1) When the jack plunger is held flush with the relay connection block mounting plate, there should be a gap of $.010$ " to $.015$ " between the contact points of No. 3 and No. 4 contact springs. See Figure 84B. Adjust by bending No. 3 contact spring.
- (2) When the jack plunger is held flush with the relay connection block mounting plate there should be $.020$ " to $.025$ " clearance between the contact points of No. 1 and No. 2 contact springs. See Figure 84B. Adjust by bending No. 2 contact spring.

RELAY JACK CONTACT SPRING TENSION ADJUSTMENT

When an 8 oz. scale is hooked to contact springs No. 1 or No. 4 at right angles to the springs, it should require a pull of 5 to 7 ozs. to separate the contact points of contact springs No. 1 and 2 or of contact springs No. 3 and 4, respectively. See Figure 84A. Adjust by bending No. 1 and 4 contact springs.

THE FOLLOWING FOUR ADJUSTMENTS APPLY ONLY TO TYPING UNITS WITH SEND-RECEIVE-BREAK MECHANISM HAVING SINGLE UPPER CONTACT

UPPER CONTACT LEVER SPRING TENSION (Figure 85A)

Unhook the upper contact lever spring and the safety pawl spring. With the send-receive lever in the SEND position (up), hook an 8 oz. scale over the spring bar on the upper contact lever and pull up vertically. It should require $5-1/2$ to $6-1/2$ ozs. to start the lever moving. Replace the safety pawl spring.

LOWER CONTACT LEVER SPRING TENSION (Figure 85A)

With the lower contact lever spring unhooked from the mounting bracket and the send-receive lever in the SEND position (up), hook a 32 oz. scale in the spring eye. It should require 9 to 11 ozs. to extend the spring to its position length. Replace the spring.

SAFETY PAWL SPRING TENSION (Figure 85B)

Hook an 8 oz. scale over the end of the lower extension on the safety pawl and pull at right angles to the extension. It should require 1-1/4 to 2-1/4 ozs. to start the pawl moving.

SEND-RECEIVE-BREAK CONTACT SPRINGS ADJUSTMENT (Figure 85C)

Viewing the base from the front, the send-receive-break contact springs are numbered 1, 2, 3, 4, 5, and 6 from left to right.

- (A) Move the send-receive lever to the SEND position (up).
- (1) All contact points should meet across their entire surface.
 - (2) There should be some clearance, not more than .004", between the fibre insulator on the lower end of contact spring No. 4 and the lower contact lever to the right of it. Adjust by bending contact spring No. 4.
 - (3) There should be a clearance of .015" to .020" between contacts No. 3 and No. 4. No. 1 contact should not bear against No. 3. Adjust by bending contact spring No. 3.
 - (4) Contact No. 1 should exert a pressure against contact No. 2. Hook an 8 oz. scale around contact spring No. 1 just below the contact point and pull horizontally to the left. It should require 3 to 4 ozs. to just separate the contacts. Adjust by bending contact spring No. 1.
 - (5) There should be a slight clearance, not more than .004", between the fibre insulators on springs No. 1 and No. 3. Adjust by bending contact spring No. 2 and recheck the pressure of spring No. 1.
- (B) Move the send-receive lever to the RECEIVE position (down).
- (1) With the left end of the upper contact lever held against the notch in the safety pawl, the fibre insulator on the No. 6 contact spring should clear the upper extension of the upper contact lever by .015" to .020". Adjust by bending contact spring No. 5.
 - (2) Contact spring No. 6 should exert a pressure on spring No. 5. Hook an 8 oz. scale around contact spring No. 6 just above the contact point and pull horizontally to the right. It should require 4-1/2 to 5-1/2 ozs. to just open the contacts. Adjust by bending contact spring No. 6 and recheck the clearance between the upper contact lever extension and the fibre insulator on the No. 6 contact spring.

THE FOLLOWING SIX ADJUSTMENTS APPLY ONLY TO TYPING UNITS WITH SEND-RECEIVE-BREAK MECHANISM HAVING TWO UPPER CONTACTS

STOP LEVER PLATE ADJUSTMENT (Figure 86A)

With the left end of the upper contact lever held up against the stop lug on the stop lever plate, there should be .004" to .015" clearance between

the shoulder in the notch in the upper contact lever and the top of the lower contact lever. To adjust, position the stop lever plate by means of its mounting screw.

BREAK LEVER ADJUSTING PLATE ADJUSTMENT (Figure 86B)

There should be some clearance, not more than .015", between the rear upper corner of the beveled edge on the left end of the upper contact lever and the lower front edge of the stop lug on the stop lever plate when the break lever is slowly operated by hand until the two edges are just opposite each other. To adjust, position the break lever adjusting plate by means of its adjusting screw.

STOP LUG ADJUSTMENT (Figure 87A)

The upper extension of the stop lever should rest against the stop lug on the mounting bracket when the stop lever is in its unoperated position, and there should be some clearance, not more than .030", between the rear side of the upper contact lever and the front edge of the stop lever plate. Adjust, if necessary, by bending the stop lug on the mounting bracket.

UPPER CONTACT LEVER SPRING TENSION (Figure 88B)

With the send-receive lever in the SEND position (up), and the No. 3 contact spring held away from the extension on the upper contact lever, hook an 8 oz. scale under the left end of the contact lever at the spring hole and pull up vertically in line with the spring. It should require 3 to 5 ozs. to start the upper contact lever moving.

STOP LEVER SPRING TENSION (Figure 87A)

With the stop lever resting against the stop lug on the mounting bracket, hook an 8 oz. scale in the spring mounting hole on the stop lever and pull in line with the spring. It should require 1 to 2 ozs. to start the stop lever moving.

SEND-RECEIVE-BREAK CONTACT SPRINGS ADJUSTMENT

Viewing the base from the front, the send-receive-break contact springs are numbered 1, 2, 3, 4, and 6 from left to right. (See Figure 87).

- (A) Move the send-receive lever to the SEND position (up).
 - (1) All contact springs and points should be in line.
 - (2) There should be some clearance, not more than .008", between the fibre insulator on the lower end of No. 1 contact spring and the extension on the lower contact lever to the right of it.

When checking this clearance, the lower contact lever should be held firmly against its stop (Figure 88A). Adjust by bending contact spring No. 2.

- (3) Contact No. 1 should exert a pressure against contact No. 2 (Figure 88A). Hook an 8 oz. scale around contact spring No. 1, just below the contact point, and pull horizontally toward the left. It should require 1 to 2 ozs. to just separate contacts No. 1 and No. 2. Adjust by bending contact spring No. 1.
- (4) Recheck (2).
- (5) There should be a clearance of at least .015" between No. 3 and No. 4 contacts (Figure 88A). Adjust by bending contact spring No. 3.
- (6) Move the send-receive lever to the RECEIVE position (down) and make sure that No. 3 and No. 4 contacts close.
- (7) There should be at least .015" clearance between No. 1 and No. 2 contacts. (See Figure 87C). Adjust by bending contact spring No. 2. Recheck (2).
- (8) Contact No. 3 should exert a pressure against contact No. 4. Hook an 8 oz. scale around contact spring No. 3 just above the contact point and pull horizontally toward the left. It should require 1 to 2 ozs. to just separate contacts No. 3 and No. 4. (See Figure 87C). Adjust by bending contact spring No. 4.
- (9) Recheck (5).
- (10) With the left end of the upper contact lever held against the notch in the stop lever plate, the fibre insulator on No. 6 contact spring should clear the extension on the upper contact lever by at least .008". (See Figure 86A). Make certain that contacts No. 5 and No. 6 are separated by at least .015" when the break lever is operated. (See Figure 87B). Adjust by bending contact spring No. 6.
- (11) Contact No. 6 should exert a pressure against contact No. 5. Hook an 8 oz. scale around contact spring No. 6 just above the contact point and pull horizontally toward the right. It should require 4-1/2 to 5-1/2 ozs. to just separate contacts No. 5 and No. 6. (See Figure 87C). Adjust by bending contact spring No. 5.
- (12) Recheck (10).

CONTROL RELAY ADJUSTMENTS

- (A) For BREAK operation the control relay should be adjusted to meet the following requirements: (See Figure 89A)
 - (1) With the relay plunger held operated, there should be .005" to .015" clearance between the contact surfaces of the outer and middle contact springs. Adjust by bending the outer contact spring.
 - (2) With the plunger held operated, there should be .025" to .030" clearance between the contact surfaces of the inner and middle contact springs. Adjust by bending the inner contact spring.

- (3) When an 8 oz. scale is hooked over the middle contact spring at the side of the contact and pulled horizontally at right angles to the contact spring, it should require 5 to 6 ozs. to cause the middle contact spring to break contact with the inner contact spring. Adjust by bending the middle contact spring.
 - (4) Recheck (2).
- (B) For MAKE operation the control relay should be adjusted to meet the following requirements: (See Figure 89B)
- (1) Hold the relay plunger operated and hook a 32 oz. scale over the end of the outer contact spring and pull horizontally at right angles to the contact spring. It should require 12 to 16 ozs. to cause the outer contact spring to break contact with the middle contact spring. Adjust by bending the outer contact spring.
 - (2) With the relay plunger held operated, there should be .030" to .040" clearance between the contact surfaces of the inner and middle contact springs. Adjust by bending the inner contact spring.
 - (3) Hook an 8 oz. scale over the middle contact spring at the side of the contact and pull horizontally at right angles to the contact spring. It should require 1-1/2 to 2 ozs. to cause the middle contact spring to break contact with the inner contact spring. Adjust by bending the middle contact spring.
 - (4) Recheck (2).

The operating current for the control relay should be between .050A and .060A when adjusted for either MAKE or BREAK operation.

SPECIAL INSTRUCTIONS FOR BASES USED WITH RECEIVING ONLY PRINTER COVERS

The following instructions apply to send-receive-break mechanisms having a single upper contact.

When the printer is used with a receiving only cover, it is necessary to reposition the send-receive lever, as shown in Figure 90A, to provide clearance for the printer cover. Normally the send-receive handle is positioned below the latch handle with the projecting lug on the operating end pointing upward. Remove the shoulder screw and lock nut used to mount the send-receive lever and break lever to the bracket. Turn the send-receive lever over and position it above the break lever with the projecting lug on the operating end pointing downward, as shown in Figure 90A. Insert the shoulder screw and replace the lock nut.

The following instructions apply to send-receive-break mechanism having two upper contacts.

When the printer is used with a receiving only cover, it is necessary to reposition the send-receive lever, the break lever adjusting plate, the

adjusting screw and nut, and the send-receive lever and break lever bushing. (See Figure 90B).

Unhook the break lever spring, loosen the mounting screw nut and remove the screw. Loosen the adjusting screw nut and remove the adjusting screw and break lever adjusting plate. Remount the break lever adjusting plate as shown in Figure 90B, making certain that the screw does not extend beyond the break lever. Insert the bushing with the short shoulder on the outside. Place the send-receive lever as shown in Figure 90B with the projecting lug to the rear and mount the assembly on the bracket.

Replace the break lever spring.

SPROCKET FEED PRINTER ADJUSTMENTS

LEFT PRESSURE ROLLER LEVER ADJUSTMENT (Figure 91)

When an R wrench (.125" thick) is placed between the platen and the knurled surface of the right pressure roller, the left pressure roller should rest against the platen. The centers of the pins on the platen should line up with the center of the groove in the left pressure roller when the roller is at the midpoint of its end play. Adjust by means of the left pressure roller lever clamping screw.

RIGHT PRESSURE ROLLER LEVER SPRING COLLAR ADJUSTMENT (Figure 91)

With the right pressure roller lever against the right pressure roller lever spring collar, the centers of the pins on the platen should line up with the center of the groove in the right pressure roller when the roller is at the midpoint of its end play. The right pressure roller lever should have some end play, not less than .002". Adjust by means of the right pressure roller lever spring collar.

RIGHT PRESSURE ROLLER LEVER SPRING TORSION (Figure 92)

Hook an 8 oz. scale over the right pressure roller bearing screw nut and pull vertically upward. It should require 5 to 8 ozs. to start the right pressure roller moving away from the platen. The torsion can be varied by rotating the right pressure roller lever spring collar on the shaft.

LEFT PRESSURE ROLLER LEVER SPRING TORSION (Figure 92)

Hook an 8 oz. scale over the left pressure roller bearing screw nut and pull vertically upward. It should require 5 to 8 ozs. to start the left pressure roller moving away from the platen.

NOTE: If the right pressure roller lever spring collar is rotated to secure this spring torsion, the "Right Pressure Roller Lever Spring Collar Adjustment" should be rechecked.

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PAPER STRIPPER ADJUSTMENTS

There should be some clearance, not more than .020", between the top projection of the strippers and the bottom of the platen groove when the lower projection is held against the bottom of the platen groove. To adjust, bend the strippers to meet this requirement.

There should be some clearance between the strippers and the rubber side of the grooves in the platen when the strippers are held against their locating collars. Under these conditions there should also be some clearance between the strippers and the platen roll sprocket rings. Adjust by means of the stripper locating collars. Check each stripper for one complete revolution of the platen.

FULLEY COLLARS ADJUSTMENT (Figure 91)

The left and right pulleys should have appreciable end play, not more than .010". Adjust by means of the pulley collars and set screws.

THE FOLLOWING ADJUSTMENTS SHOULD BE MADE IN PLACE OF THOSE MARKED WITH AN ASTERISK ON PAGES 33, 34, 35, 40, 41, and 45.

LEFT MARGIN ADJUSTING SCREW ADJUSTMENT (Figure 60)

With the type bar carriage at the left end of the line and the carriage return clutch members fully engaged, the left edge of the letter M should print $1/64"$ to $1/8"$ from the paper stripper groove adjacent to the left sprocket ring. (See Figure 91) To adjust, turn the left margin adjusting screw in so that it will not interfere with positioning the carriage. Move the carriage to a position where the letter M will be printed at the left end of the line within the foregoing specified limits and engage the carriage return clutch by operating the dashpot lever to hold the carriage in this position. Make sure that the carriage return clutch members are fully engaged. Then reposition the adjusting screw so that when the lock nut is slightly tightened to take up the end play in the threads and a horizontal pull of 8 lbs. is exerted on the dashpot lever (new style), applied with a 12 lb. scale at right angles to the curved surface $1/32"$ behind the margin adjusting screw (10 lbs. on old style lever applied just in front of the shoulder) there is a slight clearance (not more than .002") between the end of the screw and the dashpot lever. Turn the left margin adjusting screw one-sixth turn in a direction to eliminate this clearance and tighten the lock nut.

NOTE: Where it is desired that the printing be located at a given point with reference to a vertical line on the forms, the platen unit may be shifted as much as .030" to the left or right of its standard adjustment by means of its pilot screws, provided that care is taken to avoid interference by the platen with either side frame. If more than .030" adjustment is required, the printing point may be shifted .050" by shifting the teeth of the spacing shaft gear with relation to the main shaft gear one tooth of the spacing shaft gear. To do this, place the carriage in its extreme left position, loosen the spacing shaft top bearing retaining plate, raise the spacing shaft until the gears disengage, and turn the shaft clockwise one tooth and reassemble the spacing shaft and the retaining plate.

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CAUTION: When the printing point is shifted by either or both of the foregoing methods, recheck the left margin adjustment; also make certain that the line feed link and the shift link do not bind.

PLATEN FRICTION ASSEMBLY ADJUSTMENT (Figure 93)

Lift the pressure rollers (Figure 91) off the platen. Unhook the line feed detent lever spring and place the platen handle vertically upward. Hook a 32 oz. scale over the end of the handle and pull horizontally toward the front of the printer. When sprocket feed paper forms having 1 to 3 copies are to be used, it should require 14 to 16 ozs. to start the platen rotating. When forms having 4 to 6 copies are to be used, it should require 10 to 12 ozs. to start the platen rotating.

This friction can be varied by rotating the adjusting nuts on the friction assembly. Replace the line feed detent lever spring and lower the pressure rollers against the platen.

THE FOLLOWING ADJUSTMENTS SHOULD BE MADE BEFORE THE "RIGHT MARGIN ADJUSTING SCREW ADJUSTMENT" ON PAGE 45.

PLATEN ROLLER SPROCKET RINGS ADJUSTMENTS (Figure 94)

The bottom of a printed line of the letter N should be $1/32$ " (plus or minus $1/64$ ") above a line drawn horizontally on a sheet of sprocket feed paper between the lower edges of corresponding perforations. To adjust, loosen the three set screws in each sprocket ring and rotate the rings.

PAPER GUIDE POSTS ADJUSTMENT (Figure 91)

When sprocket feed paper forms are inserted in the printer, the paper guide posts in the loading plate should just clear the edges of the forms. To adjust, position the two guide posts in their elongated mounting holes.

THE FOLLOWING ADJUSTMENT IS TO BE MADE AFTER ALL OTHER PRINTER ADJUSTMENTS:

COVER PAPER GUIDE POSTS ADJUSTMENT (Figure 95)

Place the cover on the printer. If multiple copy forms are to be used, align the sprocket holes in the first of a length of forms, and place a paper clip over the leading edge to hold the forms in alignment. Insert the forms in the machine by threading the leading edge between the surface of the paper guide and the guide strip, thence through the slot in the cover, under the center retarding rod on the typing unit and over the surface of the loading plate under the platen, with the leading edge of the forms resting against the ribbon guide and with the pressure rollers in their extreme raised position, press the forms to the platen near the ribbon guide, and turn the platen crank to carry the edge of the forms past the ribbon guide. Set the forms on the sprocket pins, being sure that the pins are in their proper holes so that the paper is straight, and lower the pressure rollers to hold the forms in place. Then take up the slack in the forms by grasping them just below the paper guide and pulling them straight down. The two guide posts on the loading plate to the rear of the platen should be adjusted so that they just clear the sides of the paper when it is straight and taut. The four guide posts on the paper

guide should have a similar clearance. Adjust by positioning the guide posts in their elongated mounting holes.

TABULATOR MECHANISM ADJUSTMENTS

TABULATOR BAR ADJUSTMENT (Figure 96)

The tabulator bar should be parallel to the front carriage rail, within .010", as gauged by measuring the clearance between the tip of the tabulator pawl on the carriage and the tabulator stops located at each end of the tabulator bar, and should be approximately centrally located on the send-receive mechanism plate with some end play, not more than .004", on its bearings.

The tabulator bar may be centered and the end play regulated by means of the pivot screws, and its parallel position with relation to the front carriage rail may be adjusted by means of the right hand pivot bushing.

NOTE: With the typing unit resting on its left side, the tabulator bar should clear the supporting surface on which the typing unit is then resting by at least 1/16". Reposition the pivot screws if necessary to secure this clearance.

TABULATOR LATCH ADJUSTMENT (Figure 97A)

The top of the front projection of the tabulator latch bar should just touch the top of the opening in the tabulator latch, and there should be .010" to .015" clearance between the rear side of the front projection of the tabulator latch bar and the rear wall of the opening in the tabulator latch under the following conditions:

With the typing unit resting on its back and the platen in the UNSHIFT position, select the tabulator combination and rotate the main shaft until the tabulator function lever rests against the sixth vane. Move the carriage to approximately the center of its travel and lock it in position by operating the dashpot lever. Position one of the tabulator stops so that the point of the stop is opposite and meets the point of the pawl on the carriage (Figure 97B). See that the tabulator latch bar is in contact with the lobe of the tabulator function lever and gauge for the specified requirements. To adjust, position the tabulator latch by means of its elongated mounting slot.

TABULATOR LATCH BAR EXTENSION ADJUSTMENT

The spacing pawl post should meet the bottom of the slot in the spacing pawl link under the following conditions:

With the printing bail in its extreme rear position, the tabulator latch bar unlatched, and the rear spacing escapement pawl resting against the low part of the spacing escapement ratchet. (See Figure 98 for location of parts.) Adjust by means of the latch bar extension eccentric and mounting screws.

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TABULATOR STOPS ADJUSTMENT (Figure 97C)

The tabulator stops should be adjusted with the typing unit resting on its back or in the normal upright position and may be located to stop the carriage at any desired position.

With the carriage in position for the first character of a tabulated column and the spacing escapement ratchet stopped by the rear spacing escapement pawl, position a tabulator stop to the left of the carriage pawl, allowing .008" to .015" clearance between the stop and the pawl, when the tabulator bar end play has been taken up to make the clearance a maximum. Tighten the tabulator stop clamping screw.

Locate the large stop at the extreme right end of the line so that the carriage pawl just rides up on the high part of the stop when the carriage reaches the end of its travel.

NOTE: When forms are employed in the machine, the setting of the tabulator stops should be checked, using the form. It is essential that, on all machines connected to the circuit, the stops are set at exactly the same points in terms of the number of manual spacing operations from its left margin.

TABULATOR FUNCTION LEVER SPRING TENSION (Figure 98)

With the typing unit resting on its right side and the printing bail in its extreme rear position, hook a 12 lb. scale over the rear extension of the tabulator function lever, just in front of the lobe, and pull at right angles to the function lever extension. It should require 3-1/4 to 4-3/4 lbs. to start the function lever moving.

TABULATOR LATCH BAR SPRING TENSION (Figure 98)

With the typing unit resting on its right side and the printing bail in its extreme rear position, lift the rear spacing escapement pawl sufficiently to bring the high part of a tooth to the escapement ratchet under the rear escapement pawl and allow the pawl to rest on a ratchet tooth. With the tabulator bar so held that the tabulator latch bar is free of the tabulator latch, hook an 8 oz. scale over the tabulator latch bar, just to the rear of the tabulator latch bar spring, and pull at right angles to the tabulator latch bar. It should require 1-1/2 to 3 ozs. to start the tabulator latch bar moving.

TABULATOR BAR SPRING TENSION (Figure 98B)

With the typing unit resting on its right side, the printing bail in its extreme rear position, and the tabulator latch bar in its uppermost position, hook a 32 oz. scale on the tabulator bar at the spring hole and pull in line with the tabulator bar spring. It should require 10 to 14 ozs. to start the tabulator bar moving.

NOTE: This tension is 14 to 18 ozs. on tabulator mechanisms equipped with a No. 89992 set of parts to control a transmitter distributor from a 15 printer tabulator.

MECHANISM FOR CONTROLLING A REPERFORATOR MOTOR FROM A MODEL 15 PRINTER

(Operates on upper case H and upper case S)

REPERFORATOR CONTROL PLATE ADJUSTMENT

With the BLANK combination selected and the main shaft rotated until the function levers rest against the vanes, there should be some clearance, not more than .008", between the horizontal arm of the contact pawl and its function lever, when the contact pawl is in the lower notch of its latch (See Figure 99), and there should be some clearance, not more than .008", between the horizontal arm of the contact pawl latch and its function lever when the contact pawl is in the upper notch of its latch (See Figure 100).

REPERFORATOR CONTROL CONTACT ADJUSTMENT (Figure 99)

- (1) With the horizontal arm of the contact pawl in its upper position, there should be some clearance, not more than .008", between the insulator on the lower contact spring and the contact pawl.
- (2) When an 8 oz. scale is applied to the contact spring at the contact point, a pull of 3 to 4 ozs. should be required to open the contact.

Adjust by bending the contact springs.

CONTACT PAWL SPRING TENSION (Figure 99)

With the horizontal arm of the contact pawl in its upper position and the contact spring held clear of the contact pawl, apply an 8 oz. scale at the right end of the horizontal portion of the pawl and push downward. It should require 3/4 to 1-1/2 ozs. to start the pawl moving.

REPERFORATOR CONTROL FUNCTION LEVERS SPRING TENSION (Figure 100)

Select the BLANK combination and rotate the main shaft until the function levers rest against the vanes. Hook a 32 oz. scale under the forward extension of the function lever in slot No. 13, just to the rear of the lobe, and pull upward. It should require 24 to 32 ozs. to start the lever moving. Check the spring tension on the function lever in slot No. 6 in the same manner.

LUBRICATION

GENERAL

The oil and grease specified in the supplement furnished with this bulletin should be used to lubricate the Model 15 printer.

Unless otherwise specified, one or two drops of oil at each of the places indicated will be sufficient. Use oil for lubrication at all of the places listed below except where the use of grease or oil-grease-oil is specified.

67243-200

NOTE: Oil both loops of all helical springs that exert a nominal tension of less than 2-1/2 lbs.

Apply grease to both loops of all helical springs that exert a nominal tension of 2-1/2 lbs. or more.

TYPE BAR CARRIAGE ASSEMBLY

- (1) Type bars - at segment slot.
- (2) Code bars - at posts.
- (3) Code bar bell cranks - on wearing surfaces.
- (4) Pull bar bail guide rollers and guide surface (oil-grease-oil).
- (5) Plunger surface and rollers, surface of pull bar bail guide post (oil-grease-oil).
- (6) Operating roller (oil-grease-oil).
- (7) Carriage support rollers - three.
- (8) Ribbon reverse bail.
- (9) Ribbon feed shaft bearing - 3 oil holes.
- (10) Ribbon feed pawl.
- (11) Ribbon feed pawl operating lever pivot screw and wearing surface.
- (12) Ribbon feed ratchet - teeth.
- (13) Ribbon lockout bar - at type bar segment slot.
- (14) Ribbon feed shaft bearings - upper and lower.
- (15) Ribbon feed mechanism gears.
- (16) Ribbon Spool shafts bushings - remove spools.
- (17) Ribbon reverse shafts - upper and lower bearings, arms pawls, and levers.
- (18) Margin bell pawl.
- (19) Ribbon shift lever and roller.
- (20) Oscillator lever shoulder screw and carriage casting slot.
- (21) Type bar carriage rack, space shaft pinion and travel.
- (22) Ribbon reverse detent.
- (23) Ribbon feed shaft detent - grease.

TYPING UNIT LESS THE TYPE BAR CARRIAGE ASSEMBLY

(A) PLATEN UNIT

- (1) Shaft bearings (one in each shaft hub).
- (2) Line feed detent lever mounting shoulder screw.
- (3) Line feed detent roller.
- (4) Single-double line feed lever between flat spring and detenting cam and where single-double line feed lever fits into groove in platen shaft hub.
- (5) Line feed pawl and operating lever shoulder screws.
- (6) Shift detent roller - (grease).
- (7) Platen unit pivot bearings.
- (8) Upper ends of line feed and shift vertical links.
- (9) Paper knife supporting arms and paper guide bearings.
- (10) Paper straightener lever bearings.
- (11) Paper straightener rod supporting lever bearings.
- (12) Pressure roller release shaft and crank bearings.
- (13) Pressure roller release cams, crank and shoulder screws.
- (14) Pressure roller shafts - bearing surface.

- (15) Pressure roller spacers (one drop each).
- (16) Unshift and shift stop screws - grease ends.
- (17) Platen friction disc assembly - saturate felt washer with oil (separate discs).
- (18) Paper spindle bearings.
- (19) Line feed check lever shaft bearings - (apply grease sparingly).
- (20) Line feed detent ratchet - (apply grease sparingly).
- (21) Left end of platen shaft - before installing platen crank

(B) MAIN SHAFT

- (1) Hold right end of printer up about 6" and remove oil plug. Fill shaft until oil runs out of the left end.
- (2) Main clutch sliding member (oil freely).
- (3) Main clutch throwout lever pivots - (oil-grease-oil).
- (4) Main shaft friction washers - saturate with oil (separate discs).
 - (a) Selector unit assembly - 2 friction washers.
 - (b) Spacing clutch friction washer.
- (5) Locking lever cam felt washers on selector cam assembly.
- (6) Selector cam sleeve - each cam peak.
- (7) Main shaft right ball bearing - (oil-grease-oil).
- (8) Main shaft left ball bearing.
- (9) Thrust bearing - end balls.
- (10) Spacing clutch spring coils - (permitting oil to flow between prongs of driven member of spacing clutch and worm gear sleeve).
- (11) Spring (coils) which compresses friction washers of selector cam assembly - (oil will flow between prongs of nut on main shaft and friction disc which engages this nut).
- (12) Cam unit and spacing clutch, oil holes.
- (13) Main clutch camming surface.
- (14) Main shaft cam surfaces - (grease).
- (15) Spacing escapement ratchet teeth - (grease).

(C) SELECTOR UNIT

NOTE: Be careful not to get oil between the pole faces of the selector magnets and the magnet armature.

- (1) Armature bearings - two.
- (2) Trip latch plunger, trip latch and bell crank lever and stop lever of range finder assembly.
- (3) Swords and selector levers - drop oil between separating plates of swords and levers.
- (4) T levers - (all points of contact).
- (5) Armature locking lever.
- (6) Locking wedge - at point of engagement with locking lever.

NOTE: Selector cam sleeve is listed under Main Shaft.

(D) MOTOR STOP MECHANISM

- (1) Motor stop pawls shoulder screw and lever bearings.
- (2) Release lever bearing, contact lever bearing and where contact lever protrudes through break mechanism plate.

(E) BAIL UNIT ASSEMBLY

- (1) Bail assembly shaft bearings - fill oil cup - (two oil cups - new style).
- (2) Between spacing pawls.
- (3) Function bail and printing bail operating arm bearings.
- (4) Function lever bail roller - two bearings (oil-grease-oil).
- (5) Roller surface to have film of grease.
- (6) Function bail and printing bail operating arm and rollers (oil-grease-oil).
- (7) Printing bail blades where plunger operating roller engages blades.
- (8) Printing bail adjusting screw head - (grease).

(F) VANE FRAME ASSEMBLY

- (1) Function levers in vane frame slot.
- (2) Function levers in slots in break mechanism plate.
- (3) Function levers push bars and latch bars - in function lever comb.
- (4) Flat spring in slot in UNSHIFT push bar.
- (5) Vane pilot screws - bearings.
- (6) Send-recv-break mechanism, intermediate lever mounting screw, and upper contact lever mounting screw - (Be careful not to get oil on friction spring washer of send-recv-break mechanism T lever).
- (7) Vanes front edges - where bell crank slotted ends slide in engagement with vanes.
- (8) Sixth vane detent roller.
- (9) Locking function lever - (apply grease in notches).

(G) SPACING SHAFT ASSEMBLY

- (1) Spacing shaft - upper bearing, oil; lower bearing, fill oil cup.
- (2) Carriage return clutch members prongs.
- (3) Spacing gear, lower - (grease).

(H) CARRIAGE RETURN MECHANISM

- (1) Carriage return latch bar at point of engagement with latch - (grease).
- (2) Carriage return clutch release fork and operating lever bearings.
- (3) Carriage return push bar and latch bar operating lever shoulder screw.
- (4) Carriage return locking bar bell crank link shoulder screw.
- (5) Carriage return spring drum bearing.
- (6) Carriage return spring release lever shoulder screw.
- (7) Clutch release fork link shoulder screw.
- (8) Locking bar bell crank upper cross bar casting shoulder screw.
- (9) Locking bar and locking bar bell crank shoulder screw.
- (10) Locking bar latch and left hand side frame shoulder screw.
- (11) Dashpot piston rod - one drop oil rubbed over surface of piston.
- (12) Dashpot lever mounting shoulder screw and roller mounting pilot screw. (Grease at point of contact with left hand margin adjusting screw.)
- (13) Type bar carriage assembly - upper and lower, track surface.
- (14) Carriage return spring - through oil holes in drum.

- (15) Spacing stop lever and shoulder screw.
- (16) Carriage return operating lever stop screw - (grease).

(I) BELL FUNCTION

- (1) Bell striker arm and arm operating lever - bearings.
- (2) Bell push bar and latch bar shoulder screw.
- (3) Bell latch bar at point of engagement with latch - (grease).

(J) SHIFT-UNSHIFT MECHANISM

- (1) The SHIFT and UNSHIFT push bars shoulder screw.
- (2) Bell crank lever and operating lever shoulder screw.
- (3) Bell crank lever and operating lever joint.
- (4) Shift vertical link, lower end and detent lever shoulder screw.

(K) LINE FEED FUNCTION

- (1) Line feed push bar and bell crank lever shoulder screw.
- (2) Bell crank lever mounting shaft.
- (3) Vertical link and bell crank lever, lower end, shoulder screw.
- (4) Margin bell shaft - 2 bearings.

MOTOR UNIT

- (1) Motor pinion - (grease).
- (2) Motor bearing oilers - two.
- (3) Motor speed lever - pilot screw.

BASE UNIT

SEND-RECEIVE-BREAK MECHANISM

- (1) Upper contact lever and safety pawl release lever shoulder screw.
- (2) Contact operating lever - shoulder screw - (also drop oil between lever and rear surface of send-receive-break mechanism bracket).
- (3) Reset lever shoulder screw - (also drop oil between reset lever screw and the surface of the upper contact lever).

KEYBOARD UNIT

(A) LUBRICATION ON BOTTOM SIDE OF KEYBOARD

- (1) Selector bars - in slots and rollers.
- (2) Universal bar pilot screw - bearings.
- (3) Trip-off pawl link - joint.
- (4) Key levers on key lever shaft and in rear comb.
- (5) Locking levers - between pins in selector bars.

(B) LUBRICATION ON TOP SIDE OF KEYBOARD

- (1) Key levers - in front comb.
- (2) Space bar loop - on space bar loop shaft.
- (3) Keyboard shaft - two oil cups.

- (4) Keyboard clutch - sliding member.
- (5) Cams - apply light film of grease to surfaces of all six.
- (6) Locking loop - pilot screw, bearings and roller.
- (7) Contact lever pivoting shaft and guiding comb.
- (8) Locking levers in locking lever comb.
- (9) Clutch throwout lever - bearings.
- (10) Trip-off and clutch lever pawls.
- (11) Keyboard gear - (grease).
- (12) Repeat space rod at bearing points and points of contact.

SPROCKET FEED PRINTER

Same as for friction feed printer except omit from (A) PLATEN UNIT items 9, 10, 11, 12, 13, 14, and 15, and add the following:

- (1) Pressure roller shaft - bearing surfaces.
- (2) Pressure rollers - bearings.
- (3) Paper carrier belt rollers.

TABULATOR MECHANISM

- (1) Tabulator pawl shoulder screw.
- (2) Tabulator stops - (grease).
- (3) Tabulator bar bearing screws.
- (4) Space pawl link - at slot.
- (5) Tabulator latch - latching surface.
- (6) Tabulator latch bar - at pivot and at link shoulder screw.
- (7) Tabulator function lever - at pivot point and at point of engagement with lock bar.



UPPER CASE	WEATHER SYMBOLS COMMUNICATIONS																										SPACE	L.T.R. SHIFT	FIG. SHIFT		
	↑	⊕	⊙	/	3	←	↘	↓	8	↖	•	⊙	9	0	1	4	'	5	7	⊙	2	/	6	+	—						
LOWER CASE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	BLANK	C.R.	L.F.		
1	●	●	●	●		●	●						●												●						
2		●	●			●	●	●	●							●	●	●		●	●	●						●			
FEED HOLES	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	
3							●		●	●	●	●			●	●	●			●	●	●									
4	●	●	●		●			●	●			●	●	●		●	●			●	●	●				●					
5	●						●				●	●	●	●		●	●			●	●	●									

FIGURE 1

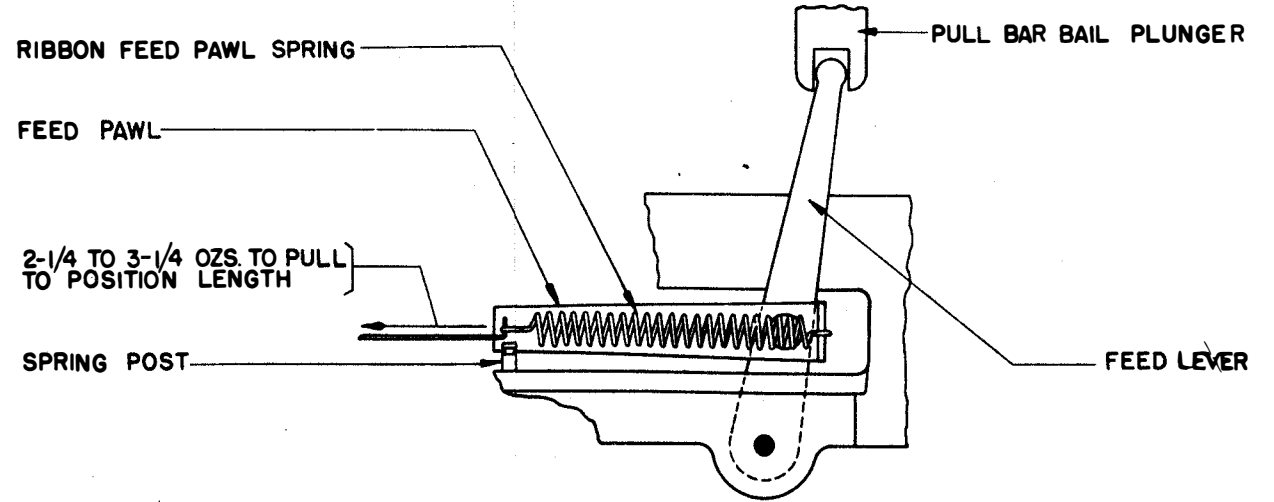


FIGURE 4

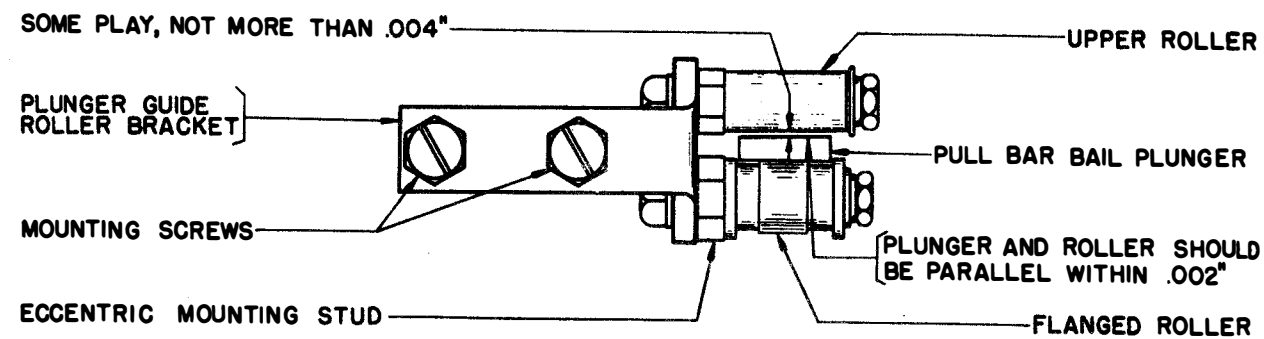


FIGURE 2

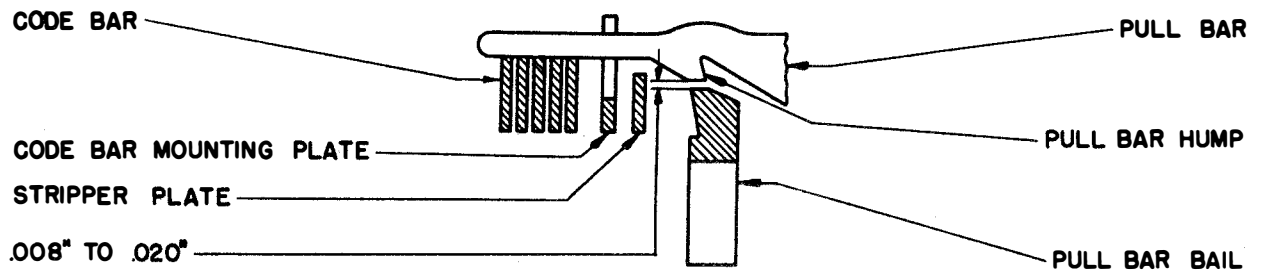


FIGURE 5

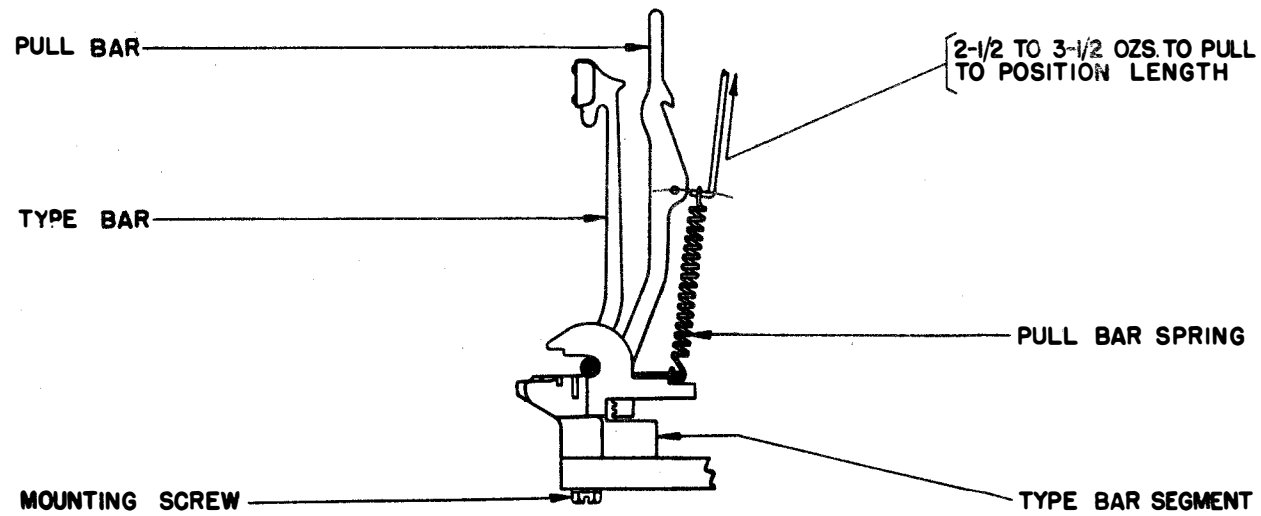


FIGURE 3

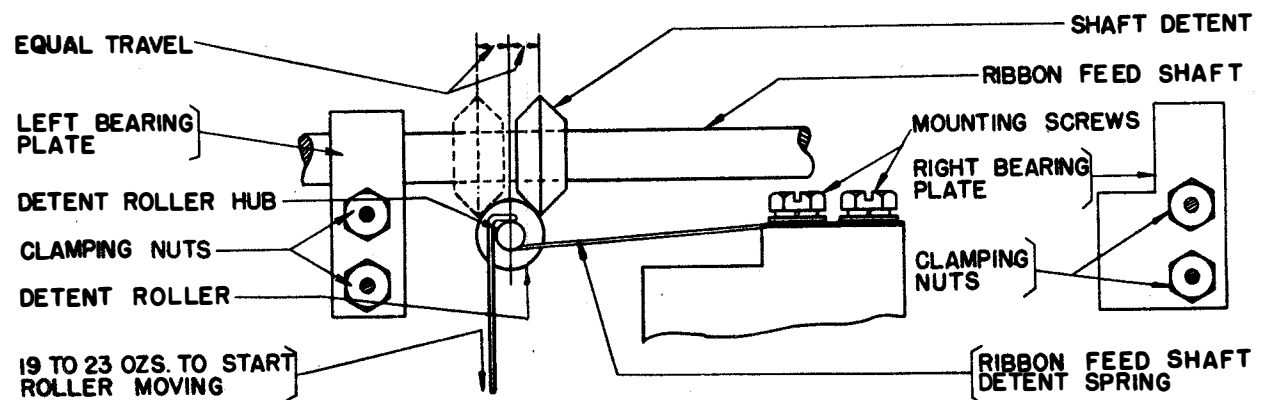


FIGURE 6

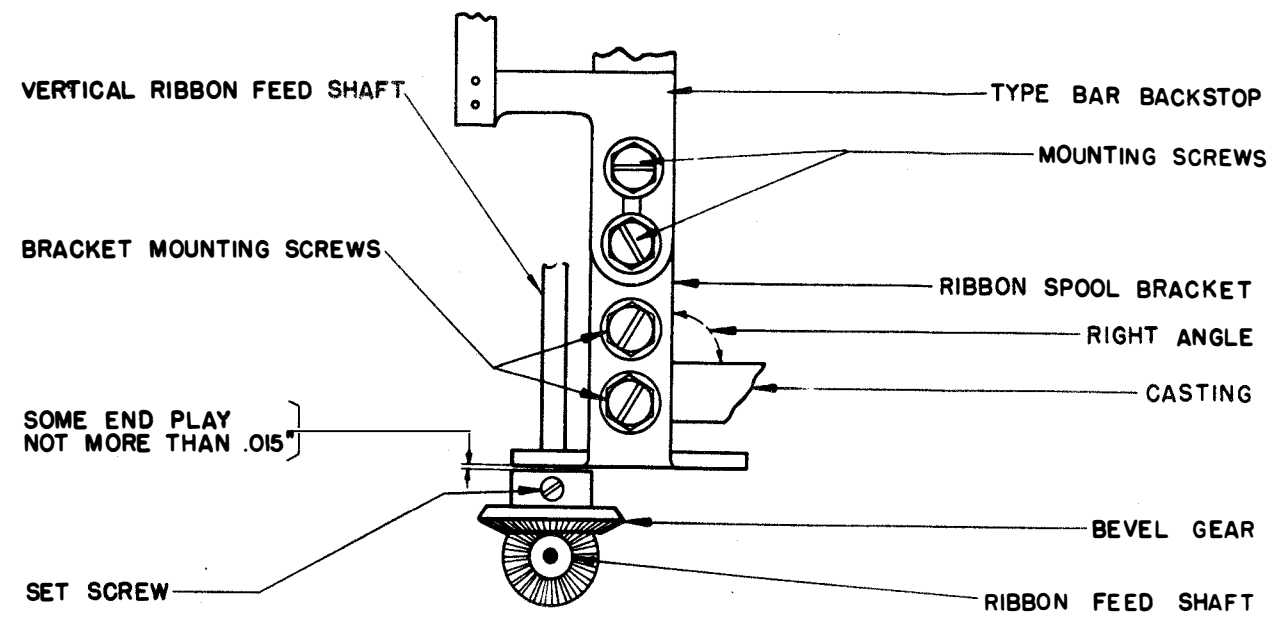


FIGURE 7

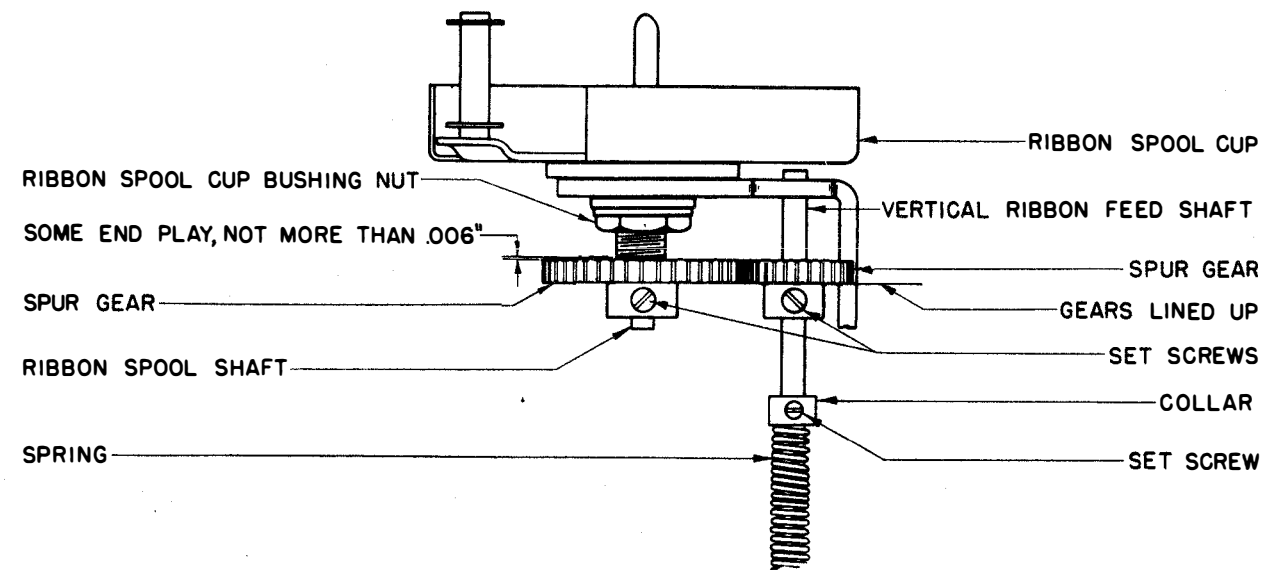


FIGURE 8

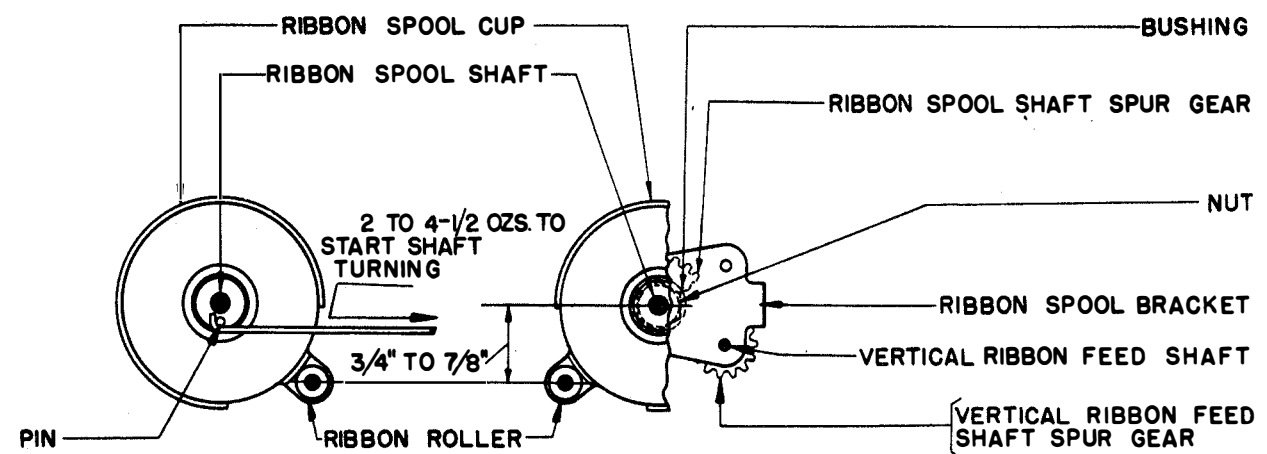
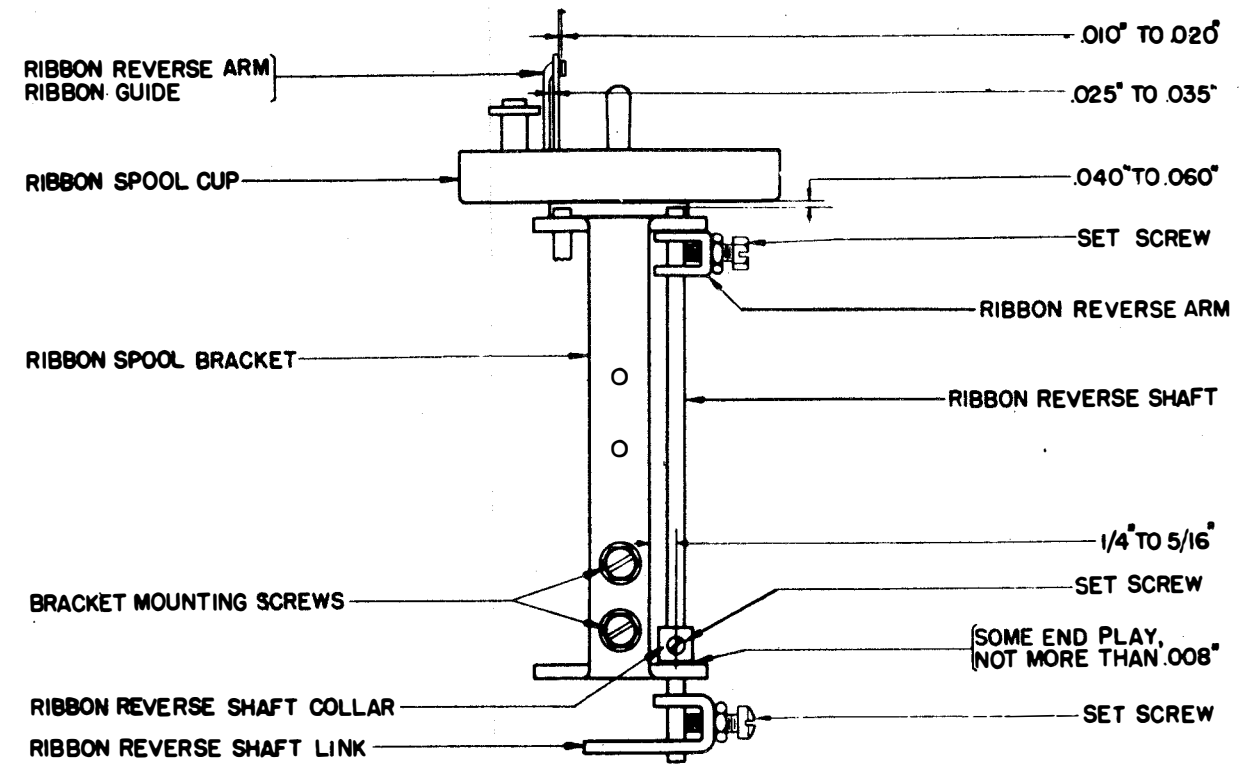
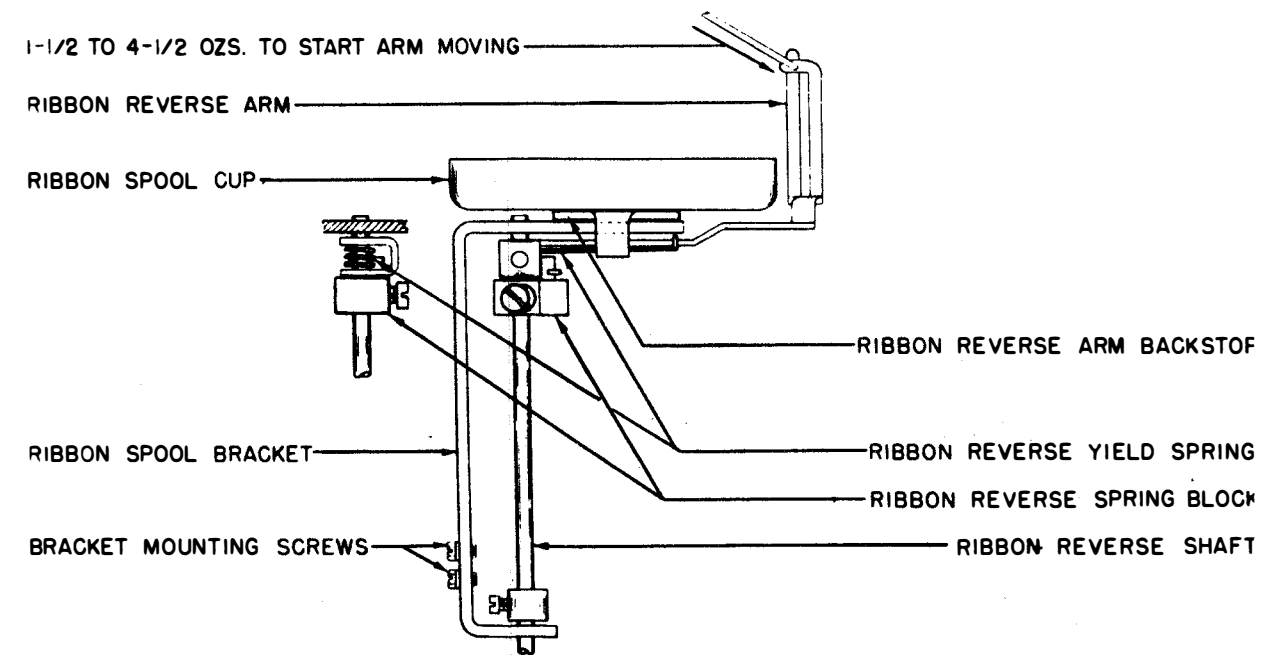


FIGURE 9



(A)



(B)

FIGURE 10

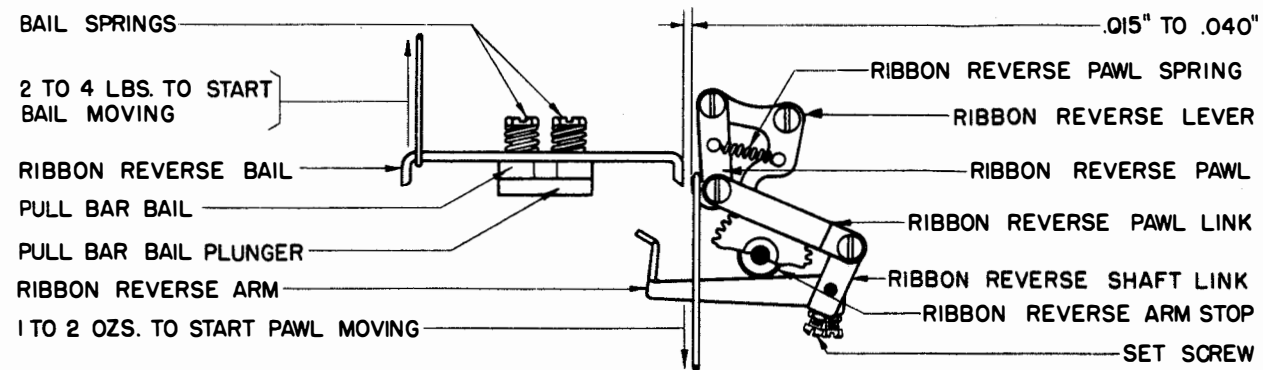


FIGURE 11

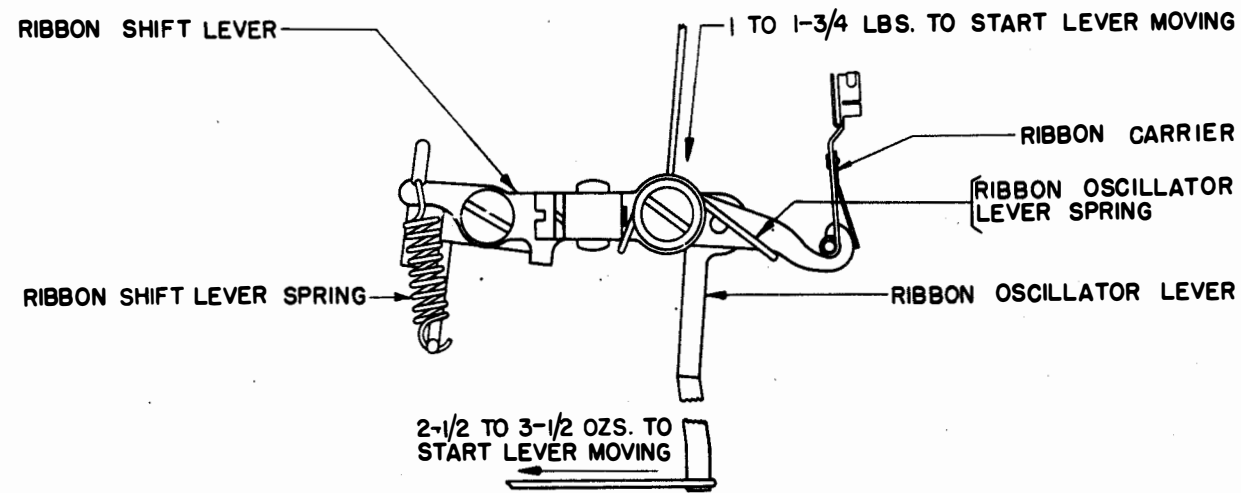


FIGURE 12

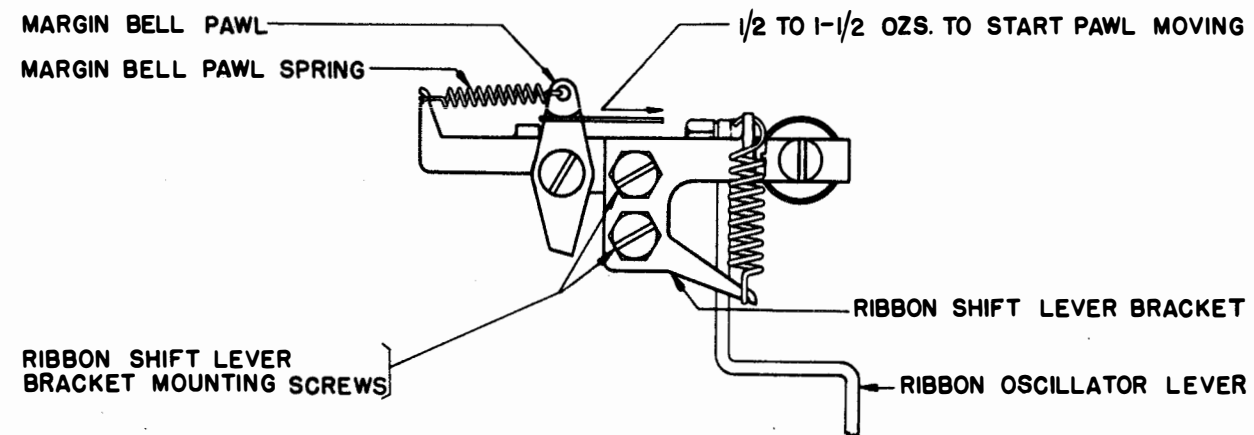


FIGURE 13

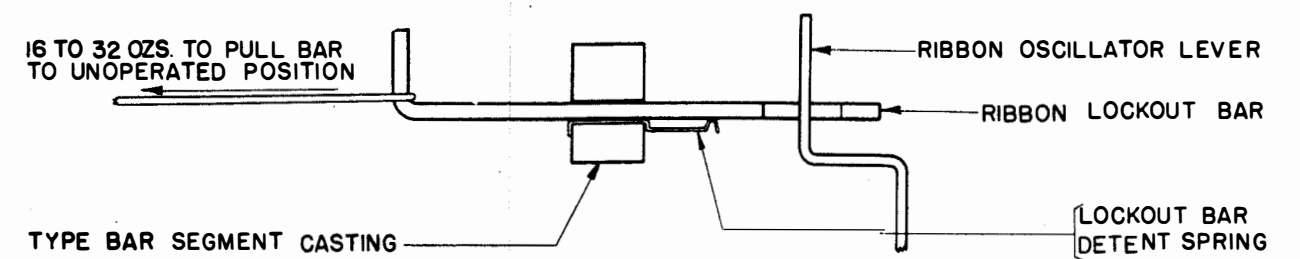


FIGURE 14

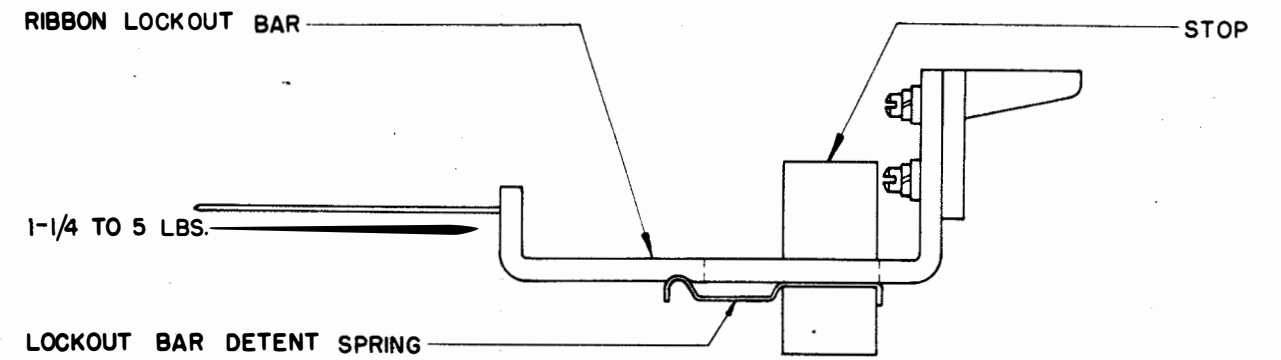


FIGURE 15

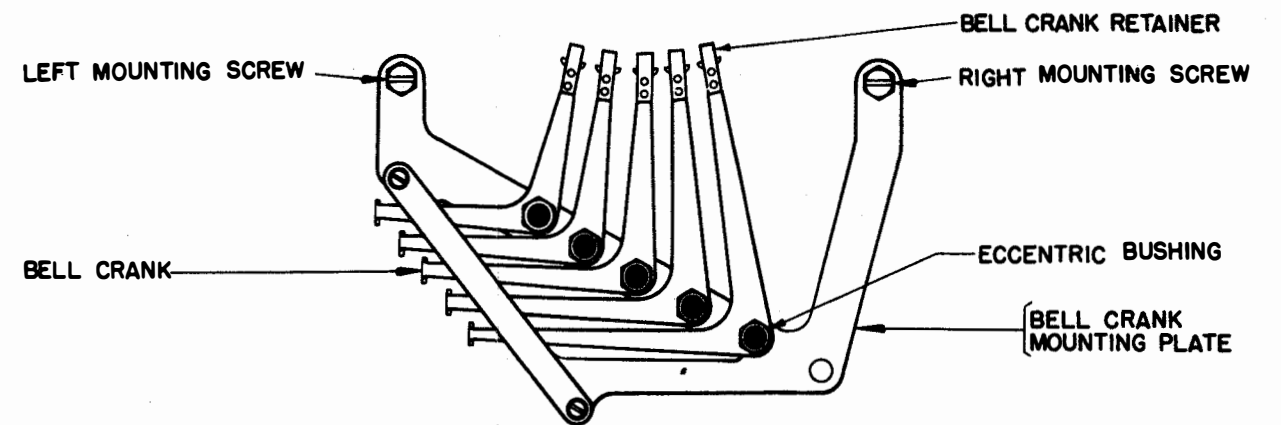


FIGURE 16

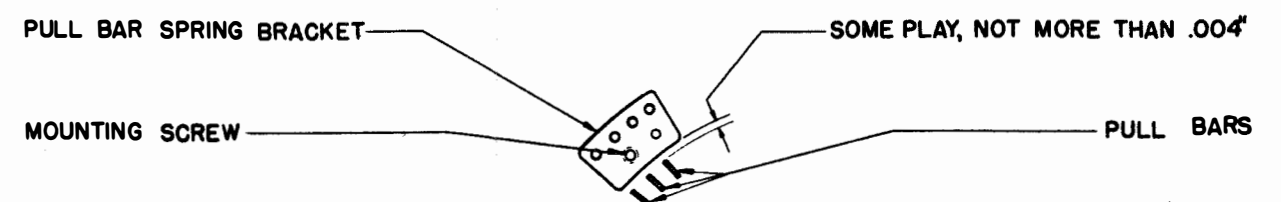


FIGURE 17

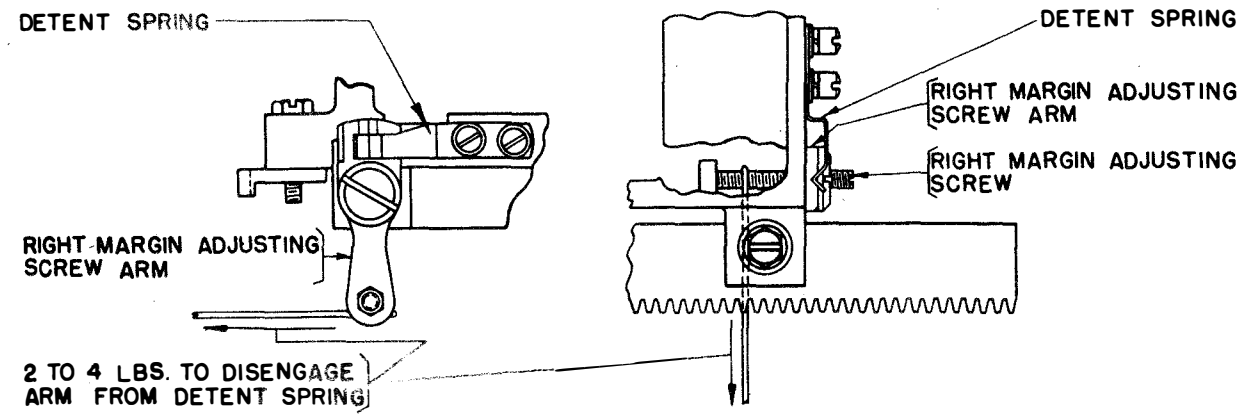


FIGURE 18

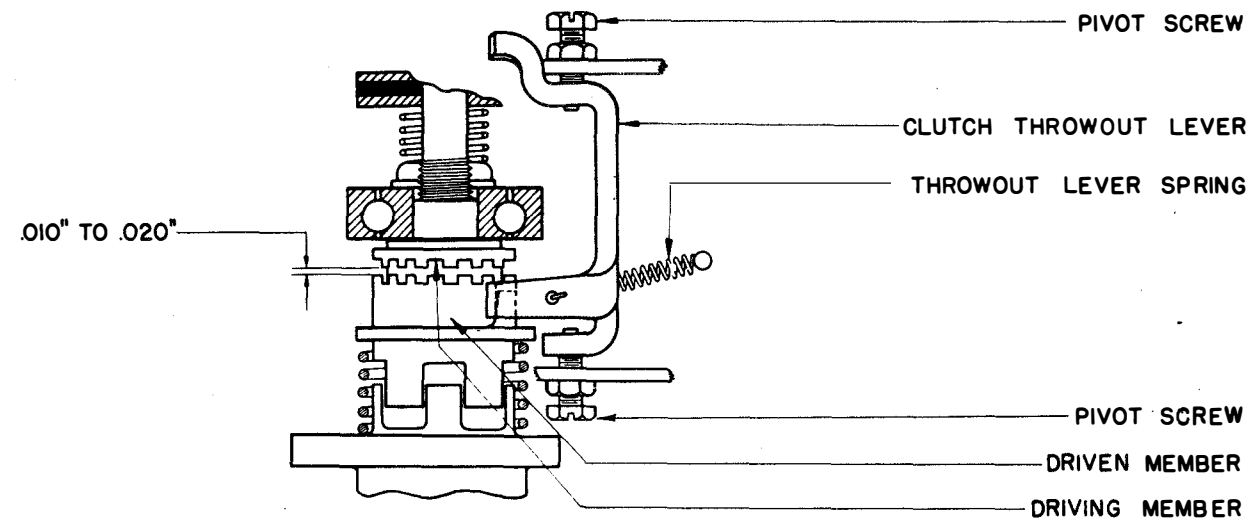


FIGURE 19

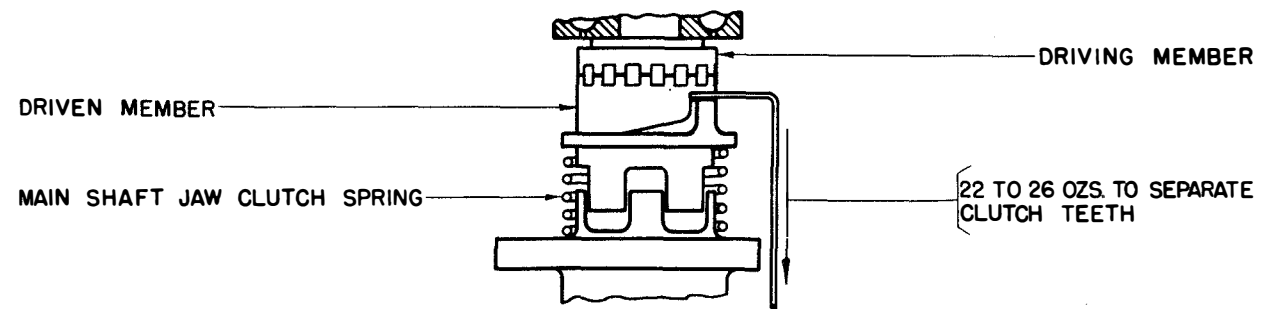


FIGURE 20

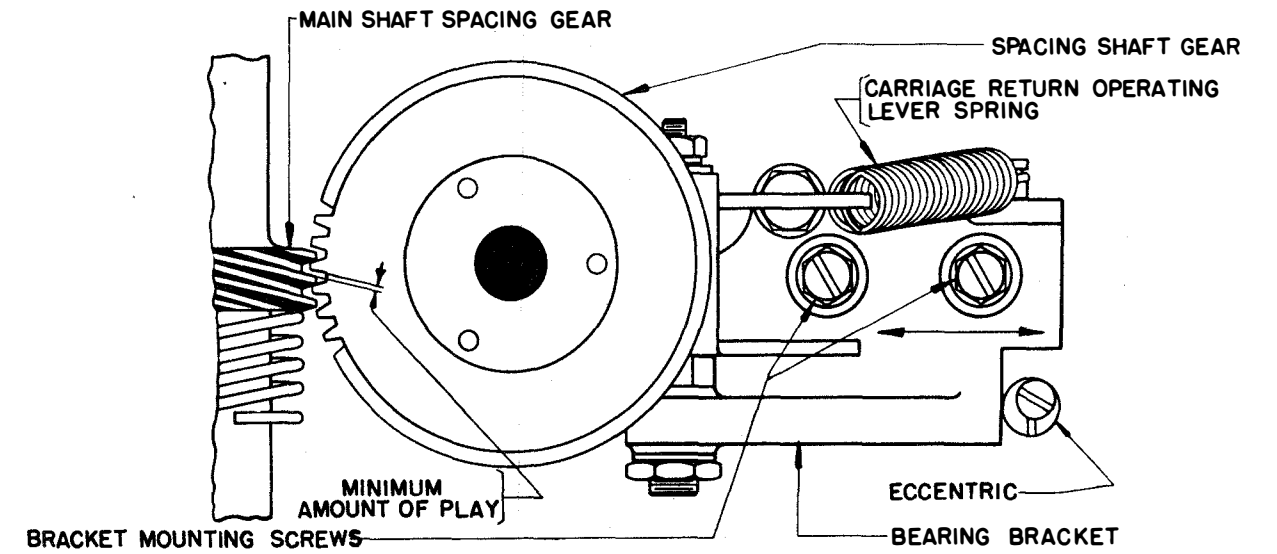


FIGURE 21

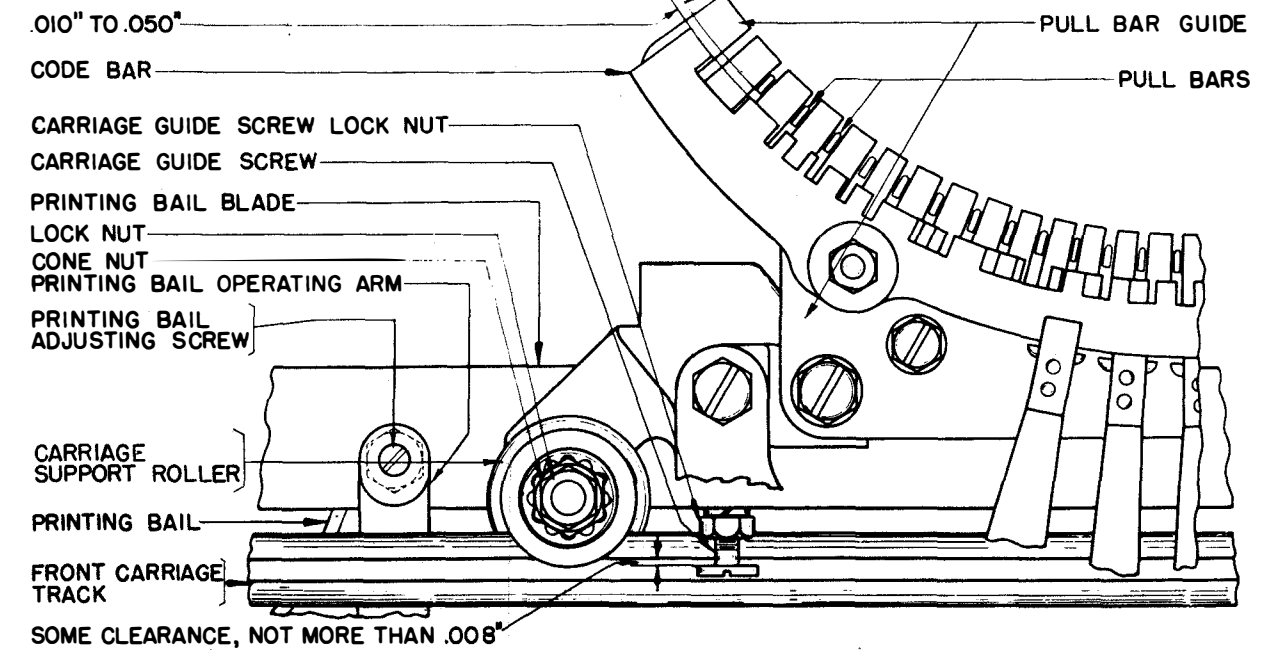


FIGURE 22

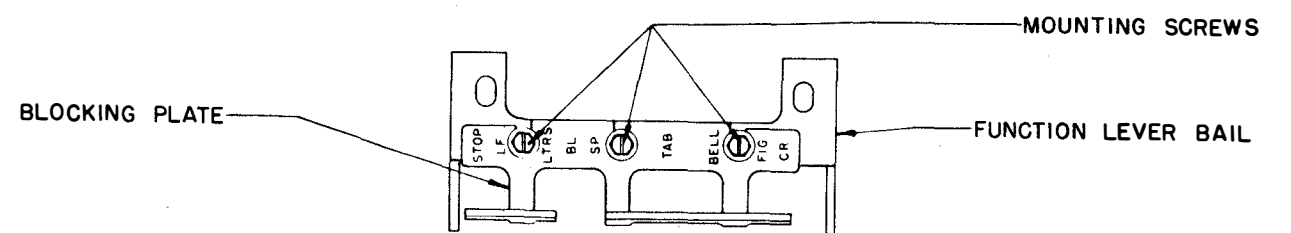


FIGURE 23

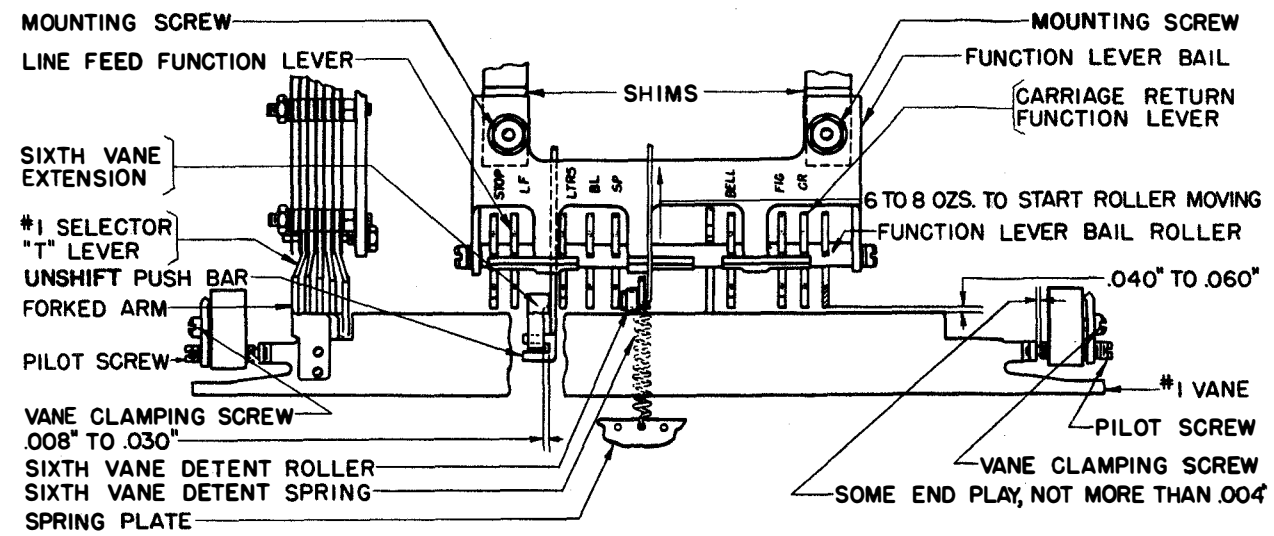


FIGURE 24

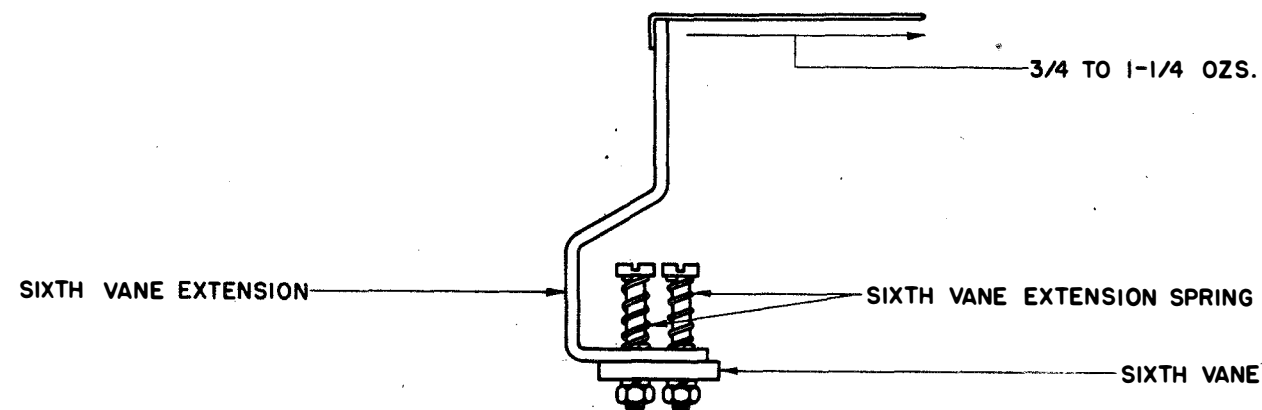


FIGURE 25

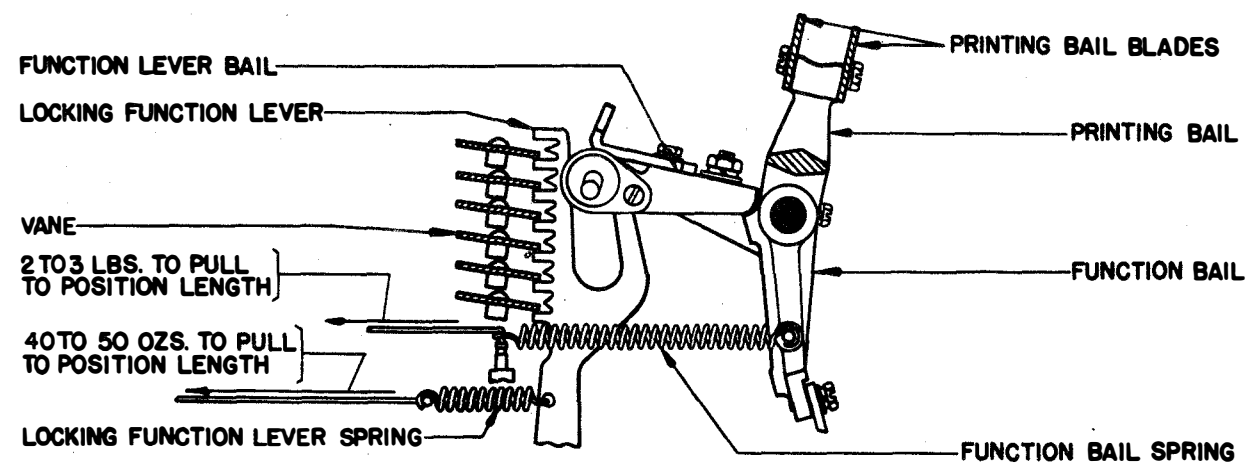


FIGURE 26

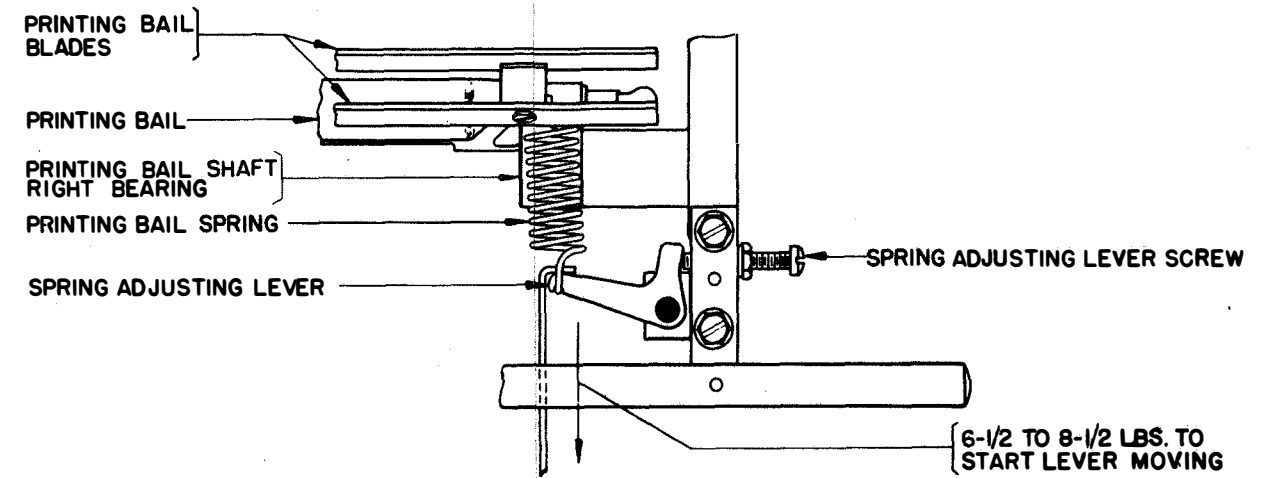


FIGURE 27

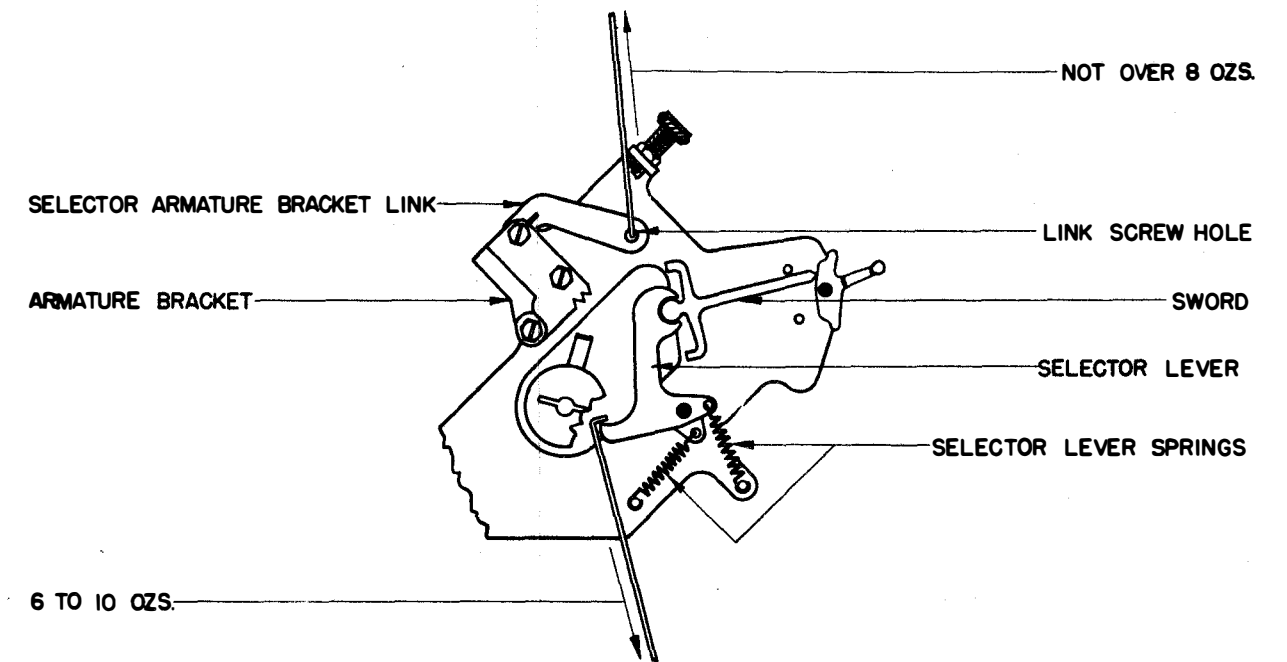


FIGURE 28

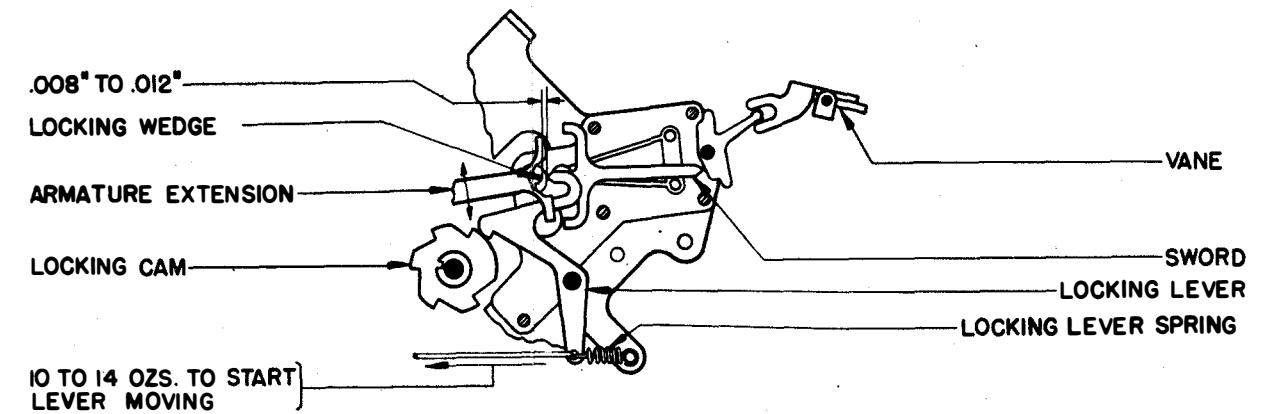


FIGURE 29

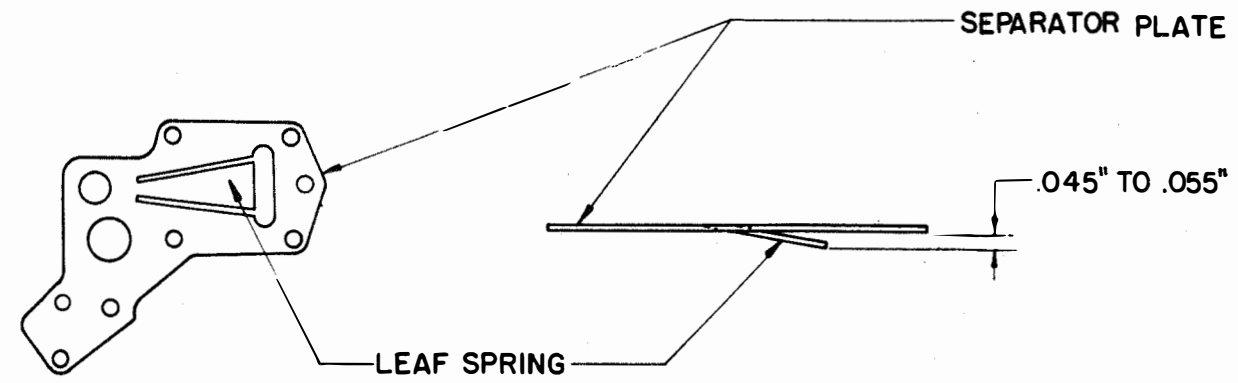


FIGURE 30

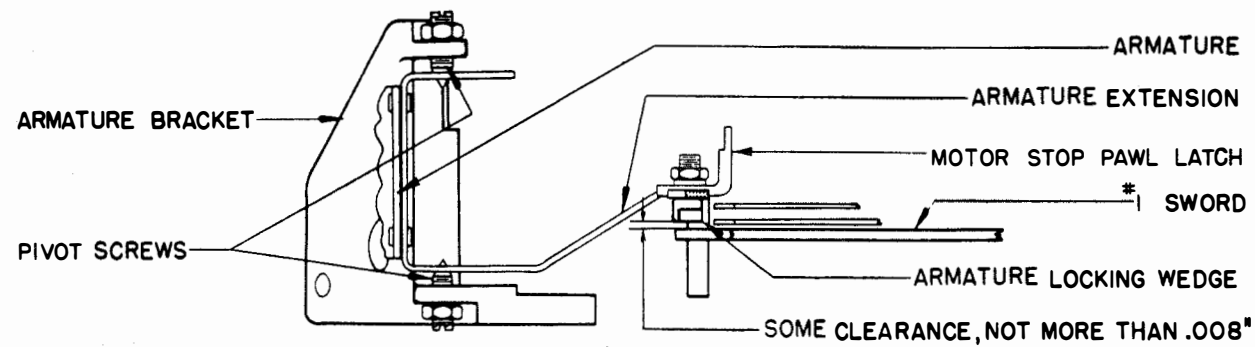


FIGURE 31

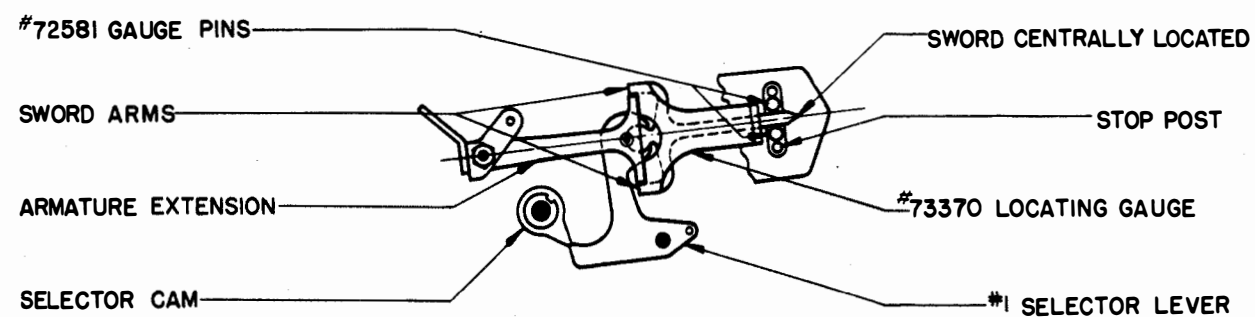


FIGURE 32

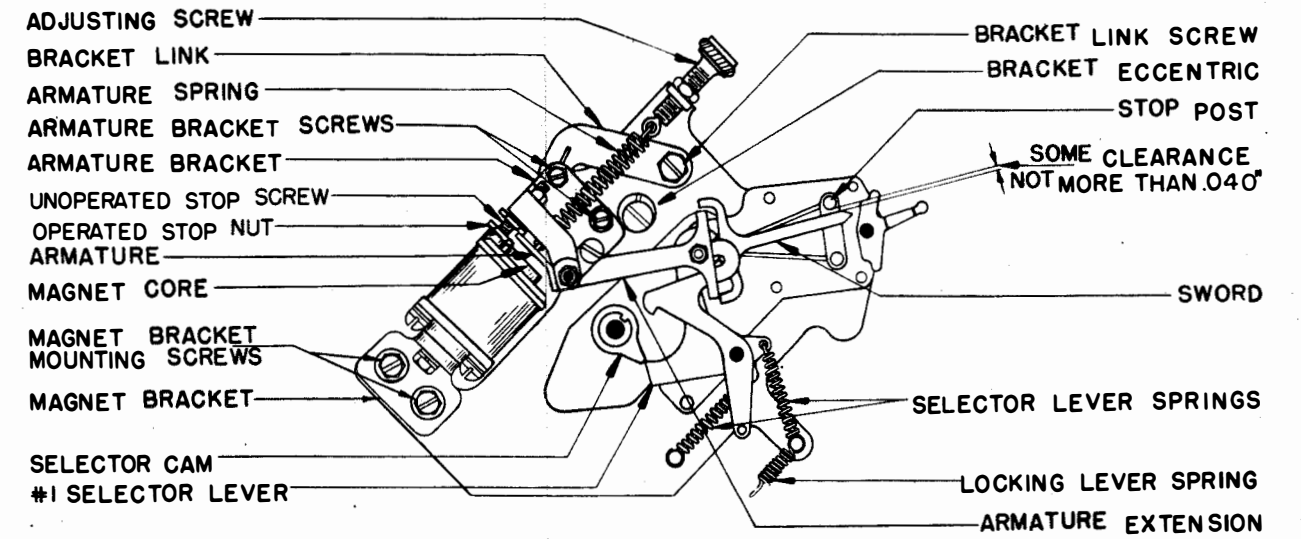


FIGURE 33

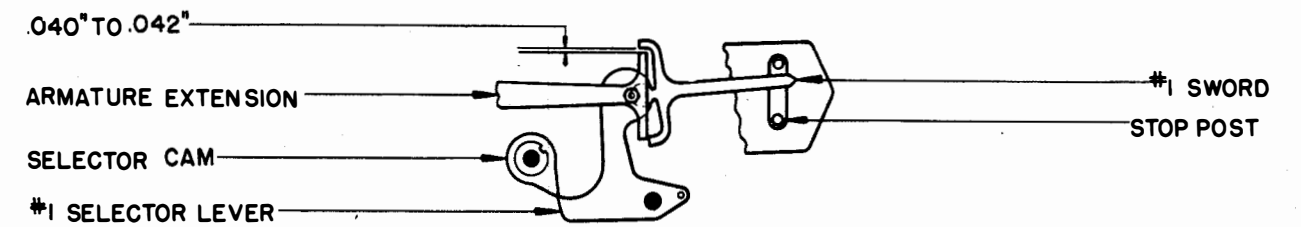


FIGURE 34

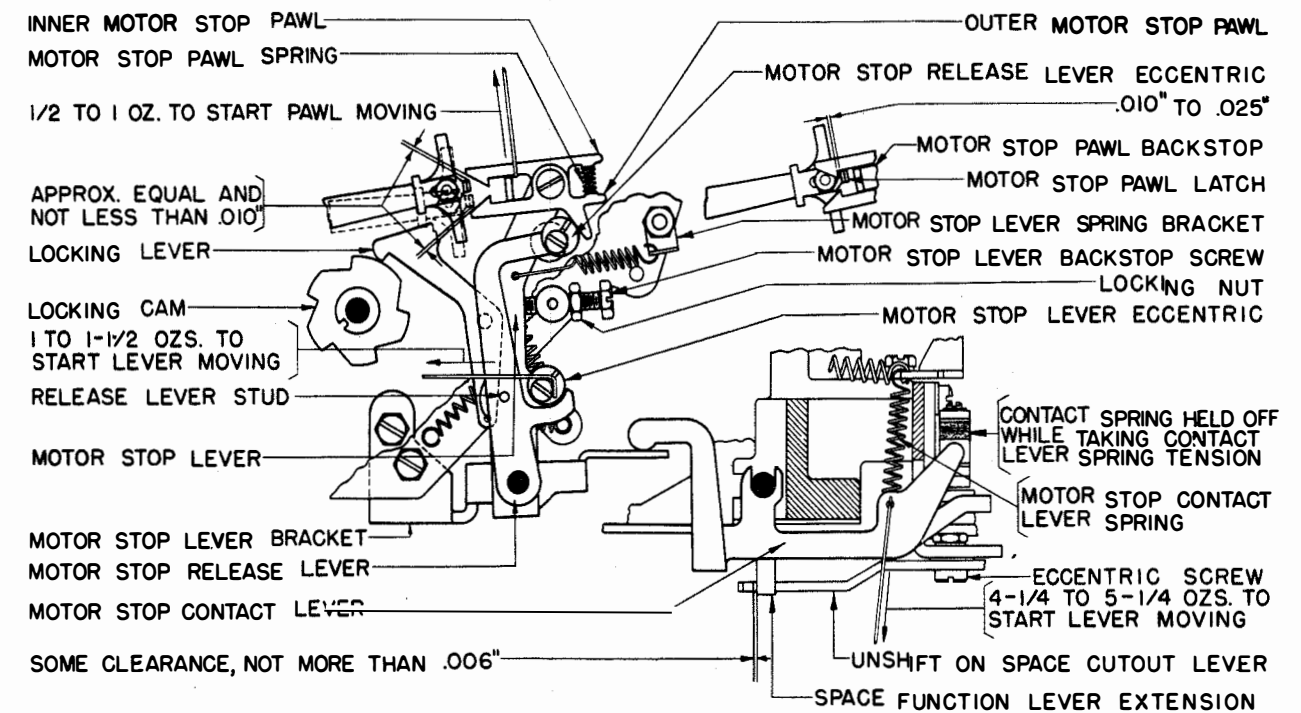


FIGURE 35

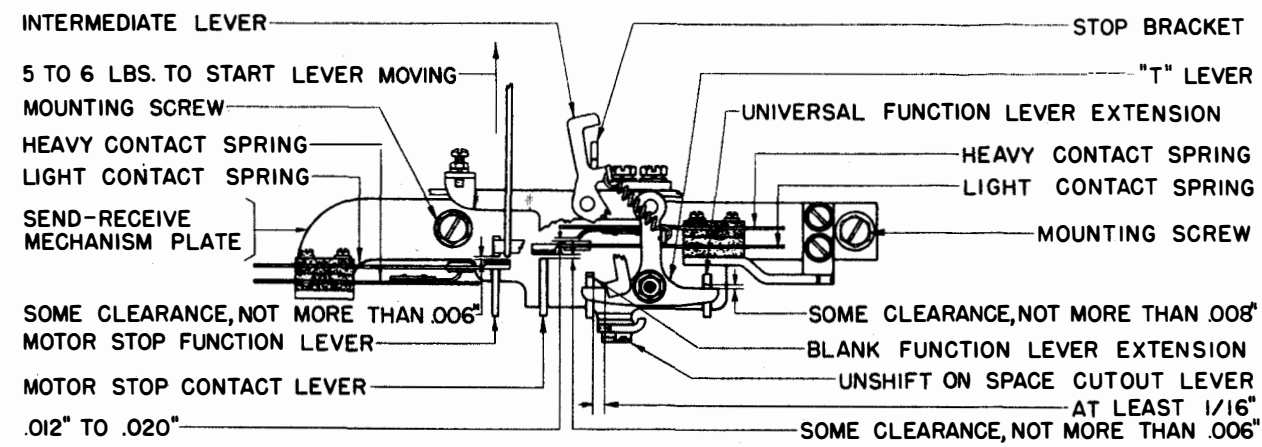


FIGURE 36

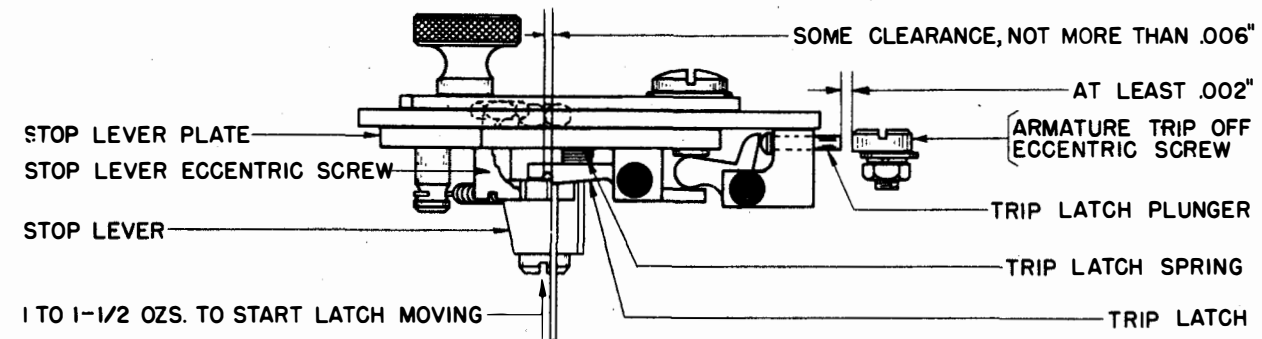


FIGURE 37

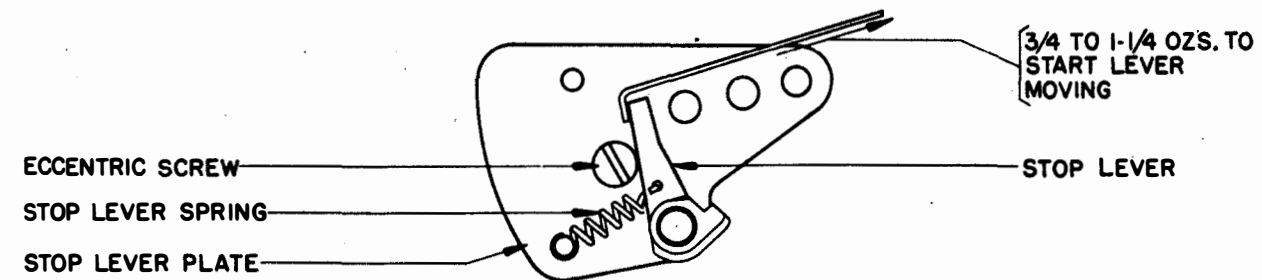


FIGURE 38

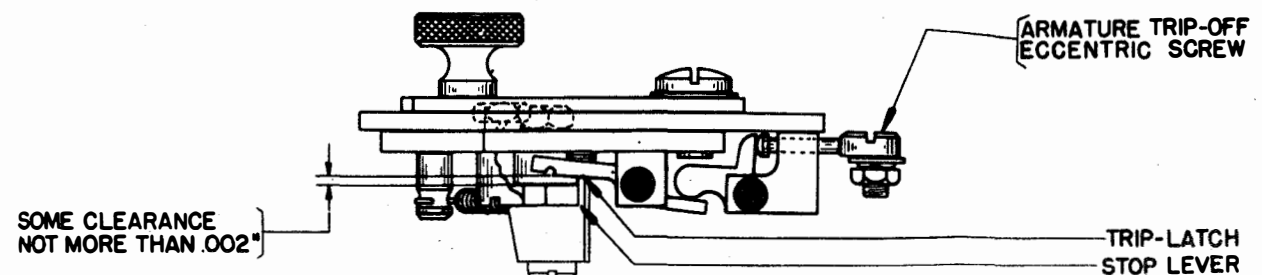


FIGURE 39

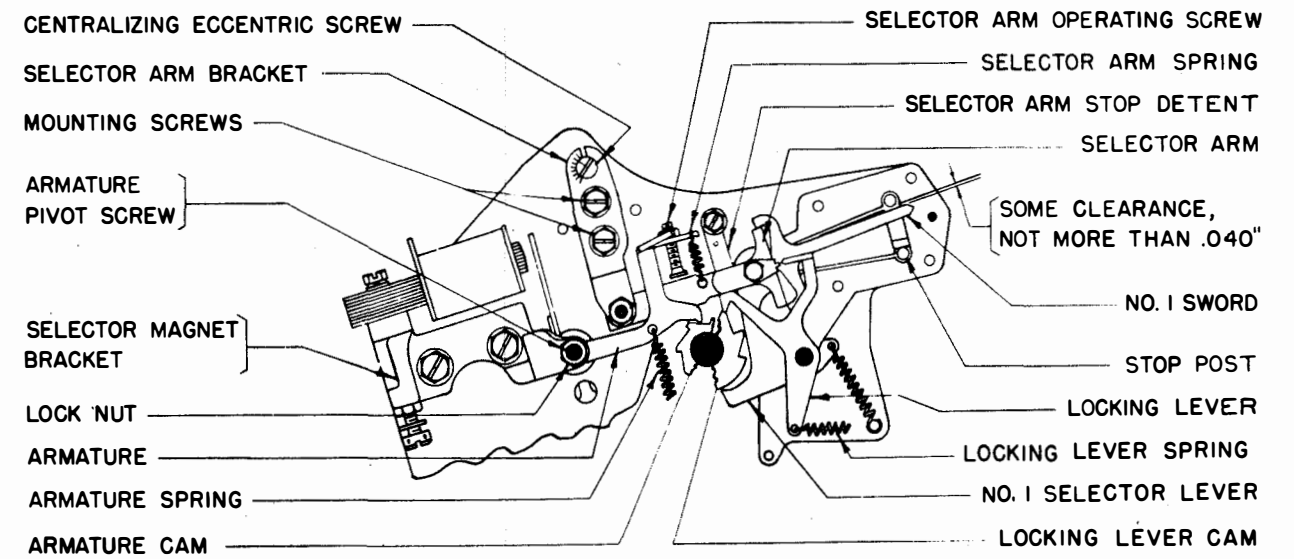
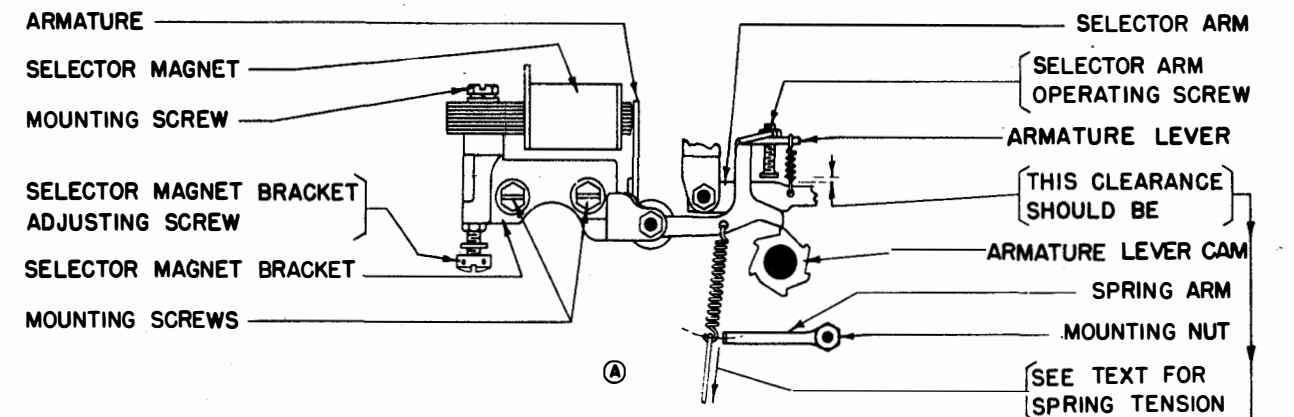


FIGURE 40



A

B

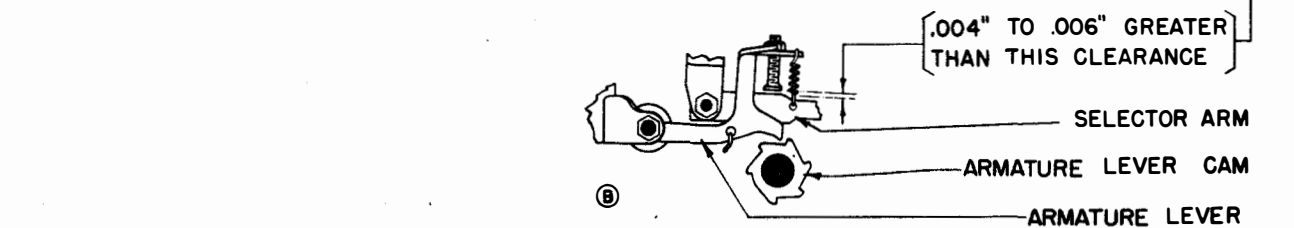


FIGURE 41

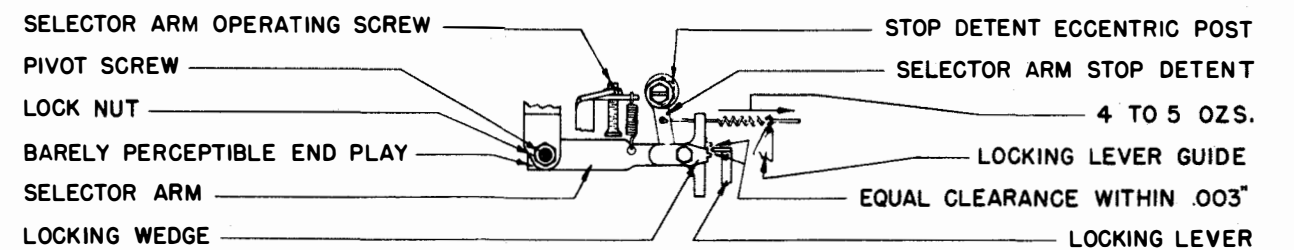


FIGURE 42

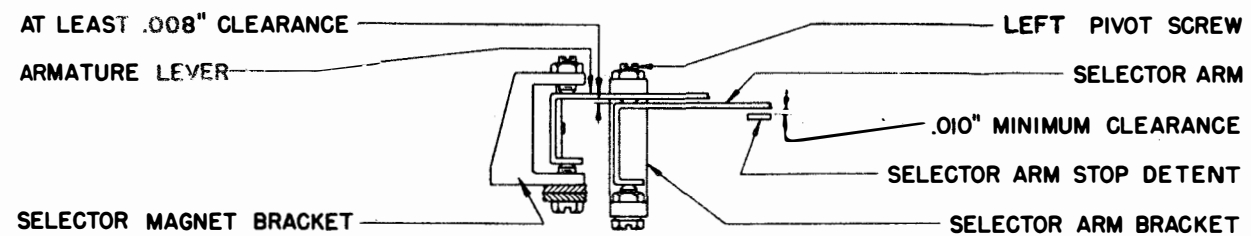


FIGURE 43

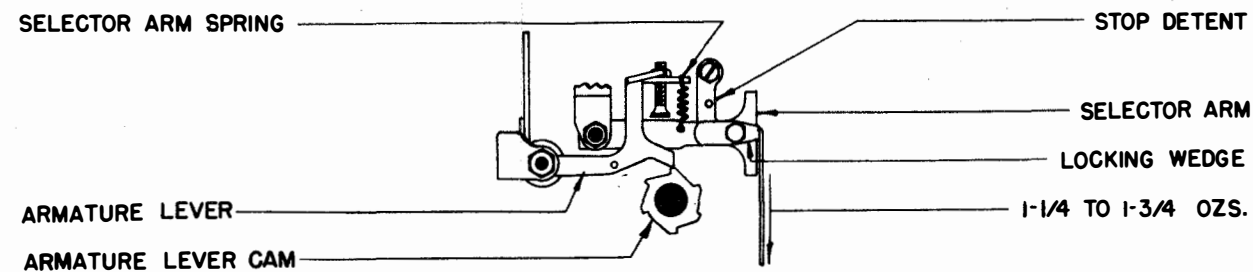


FIGURE 47

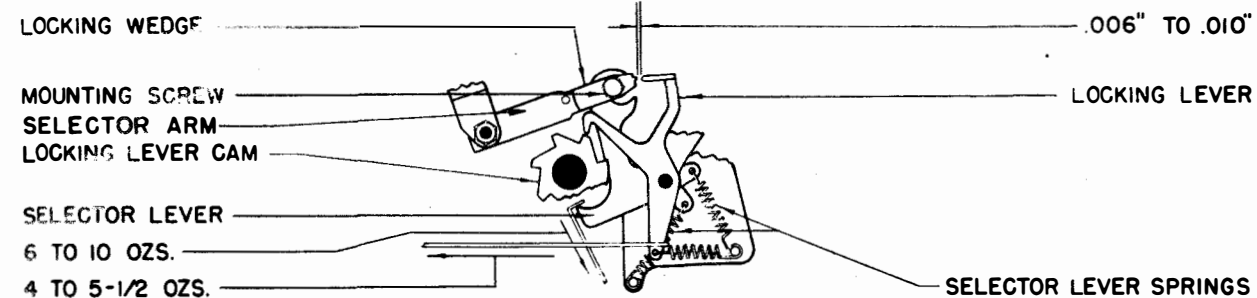


FIGURE 44

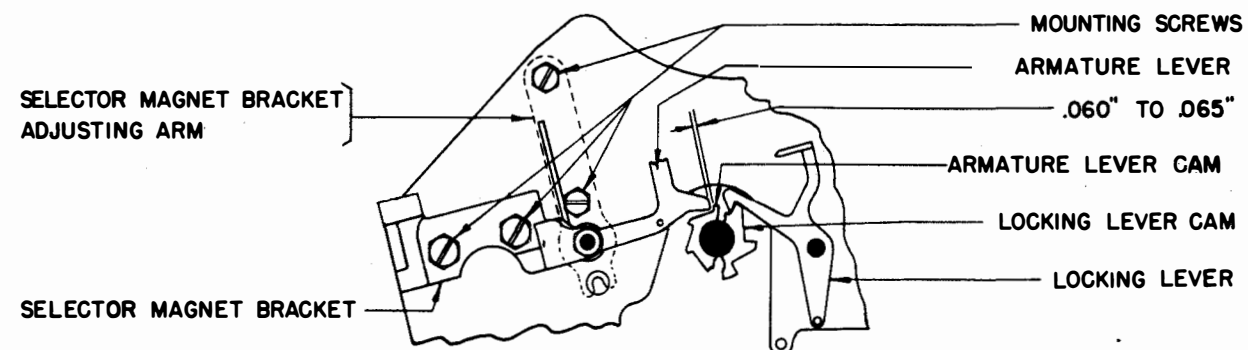


FIGURE 45

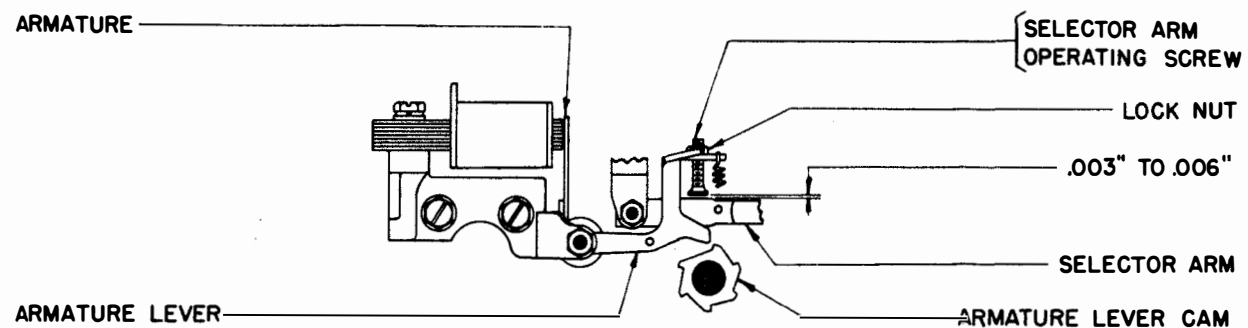


FIGURE 46

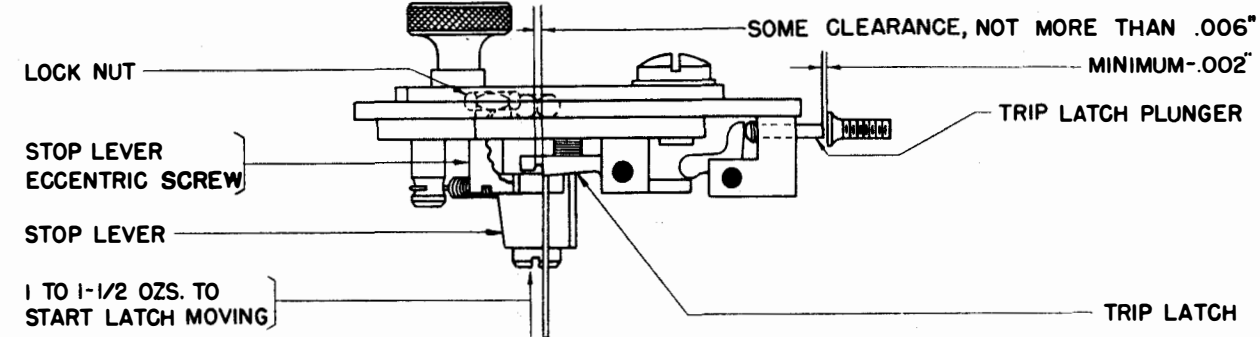


FIGURE 48

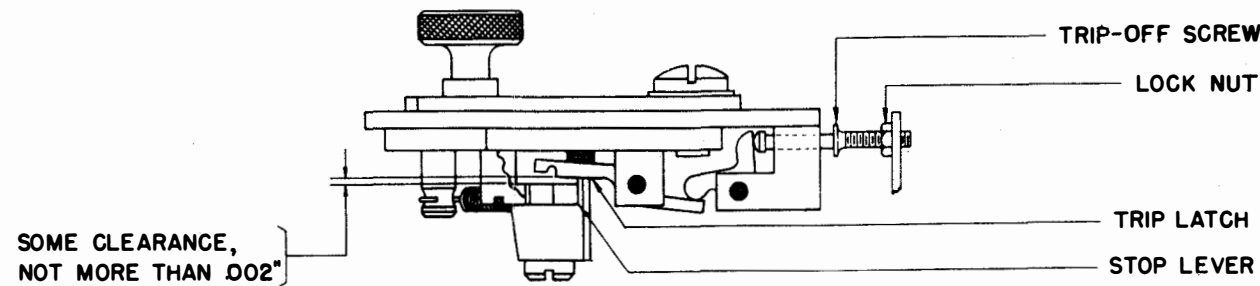


FIGURE 49

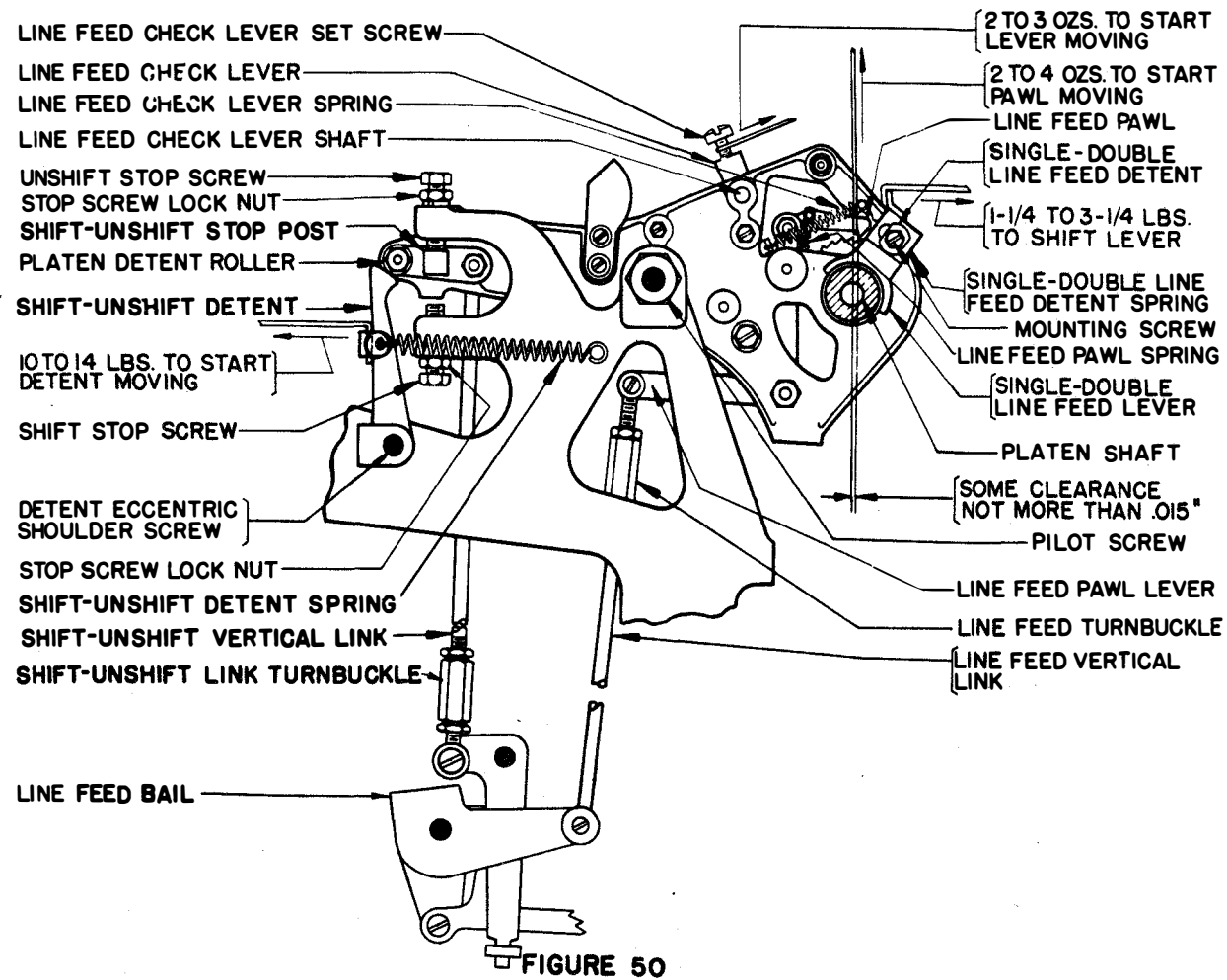


FIGURE 50

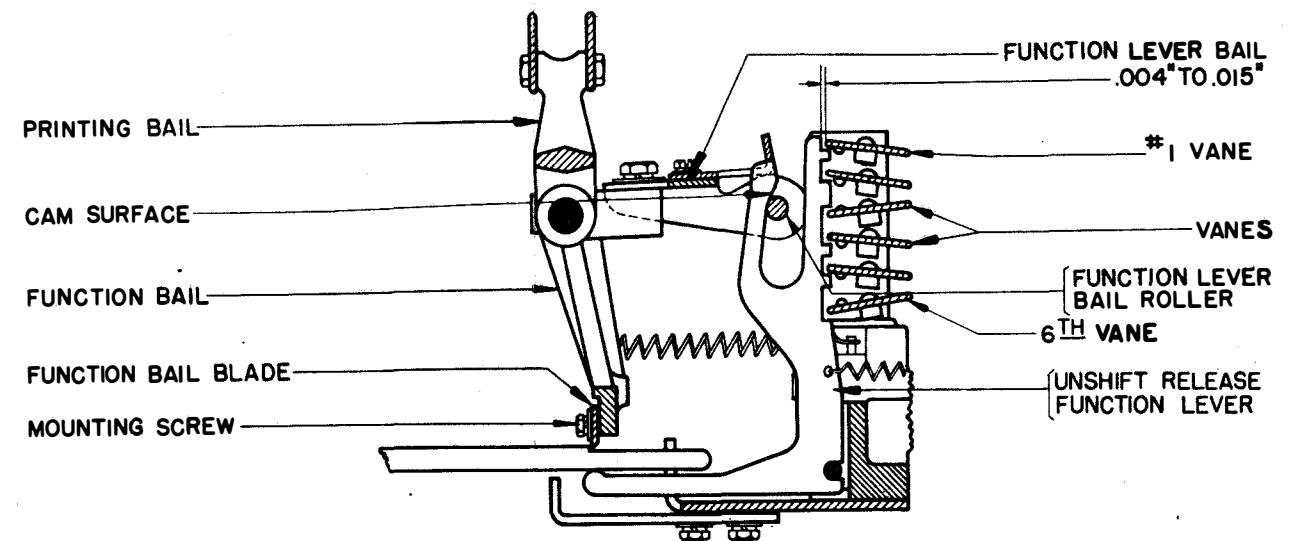


FIGURE 52

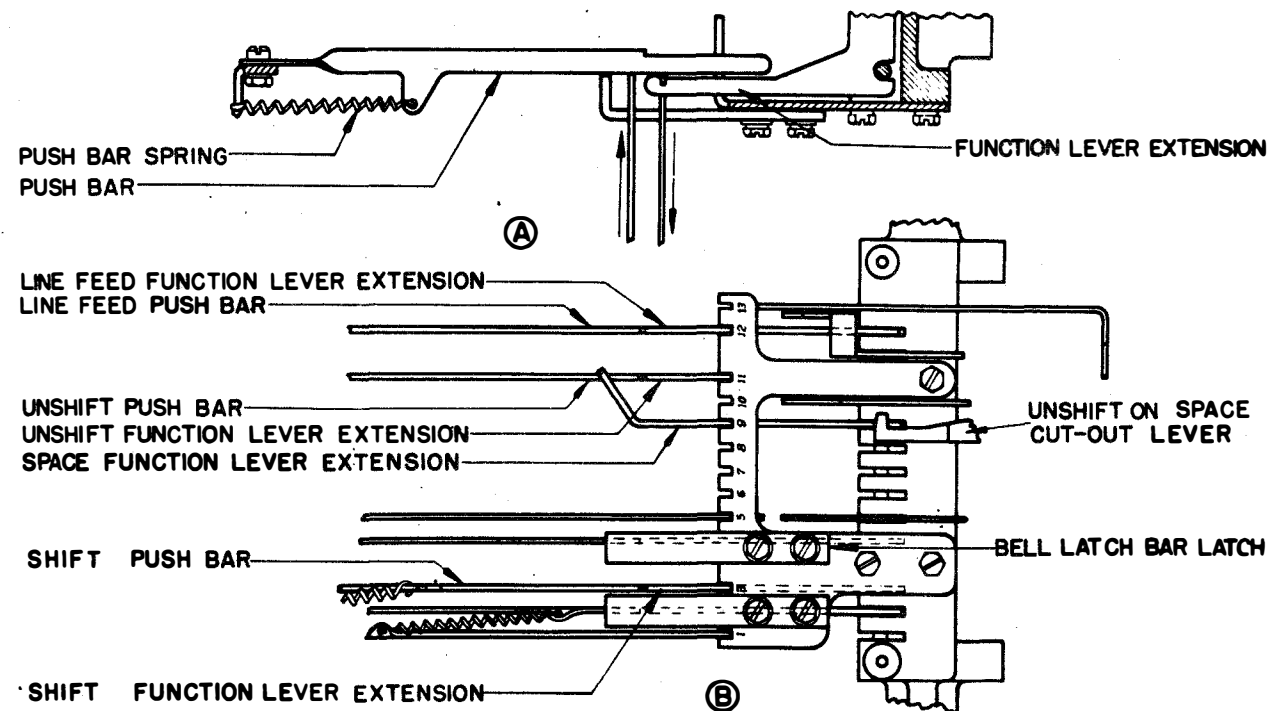


FIGURE 51

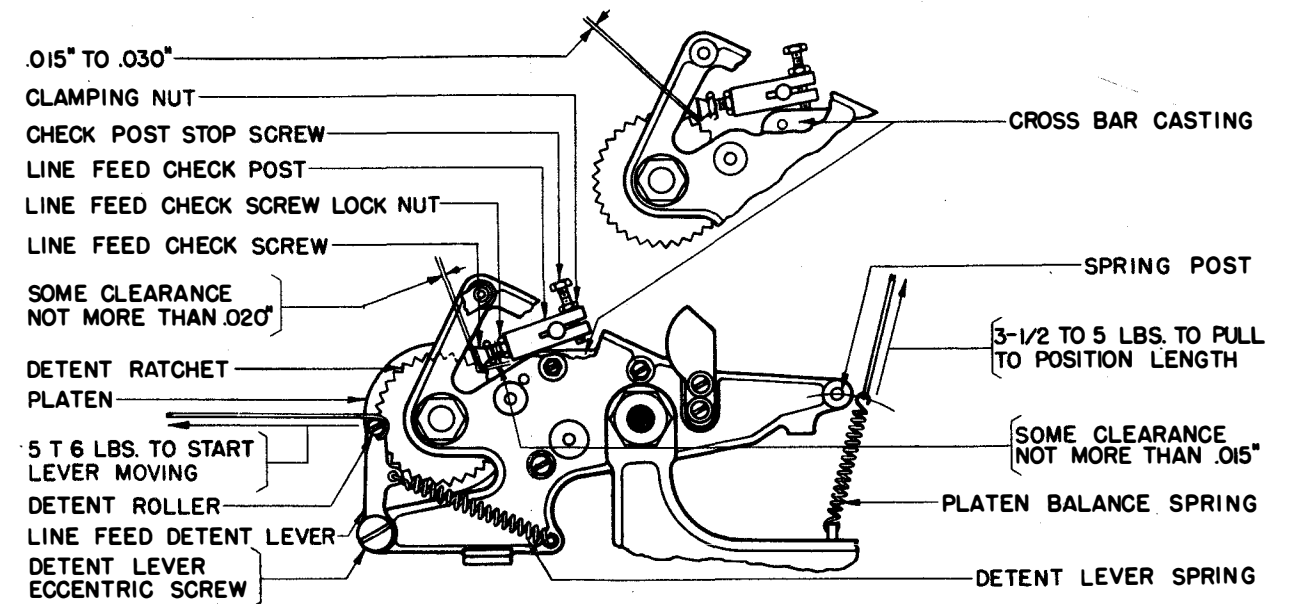


FIGURE 53

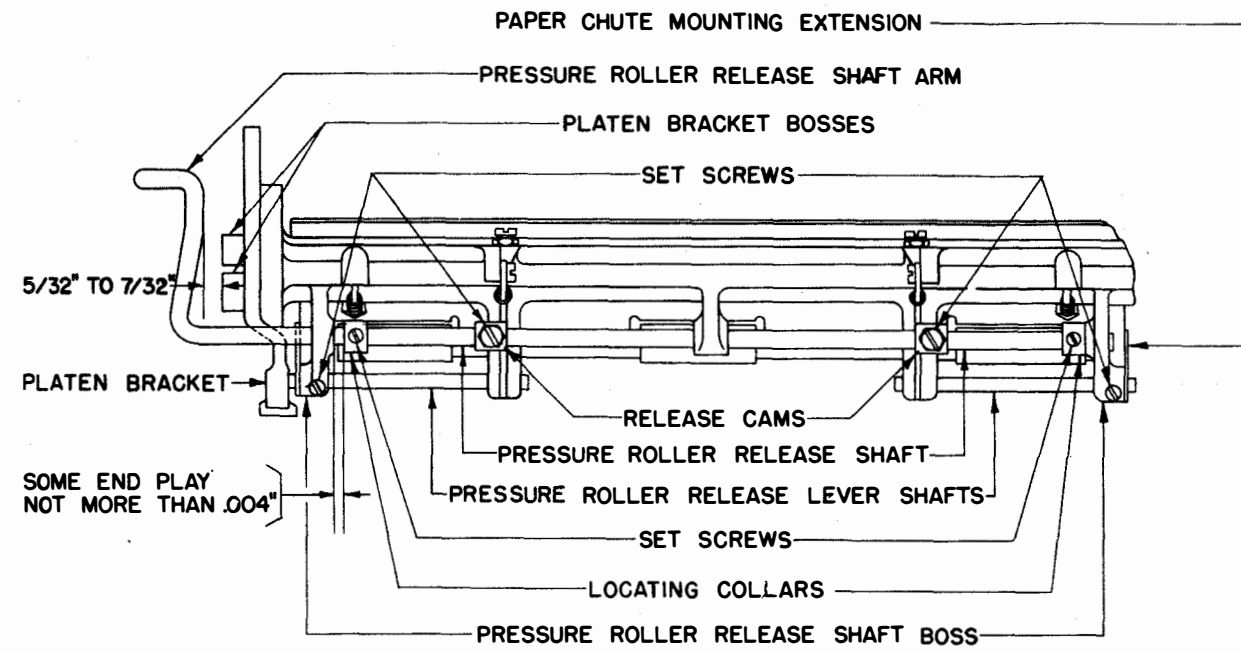


FIGURE 54

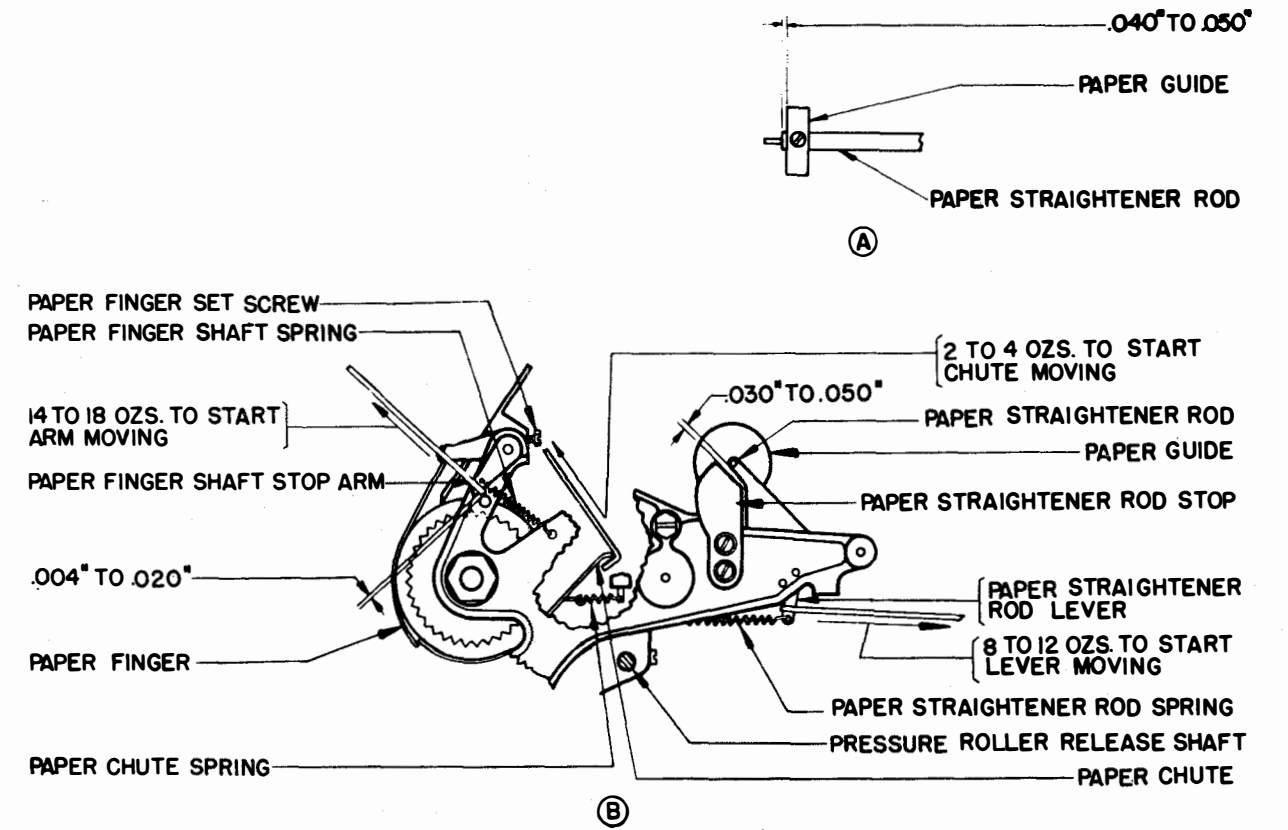


FIGURE 56

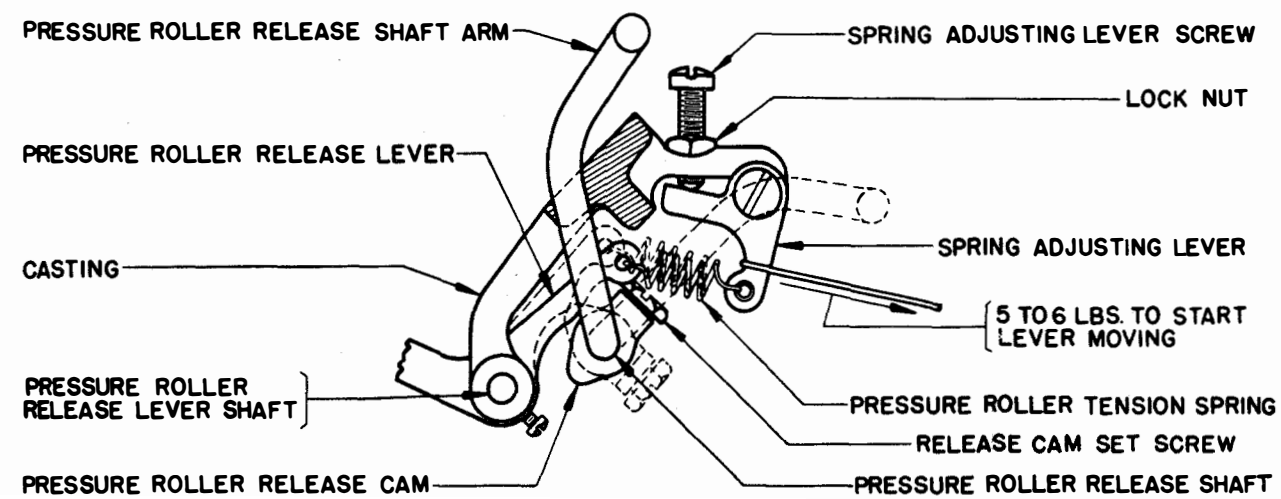


FIGURE 55

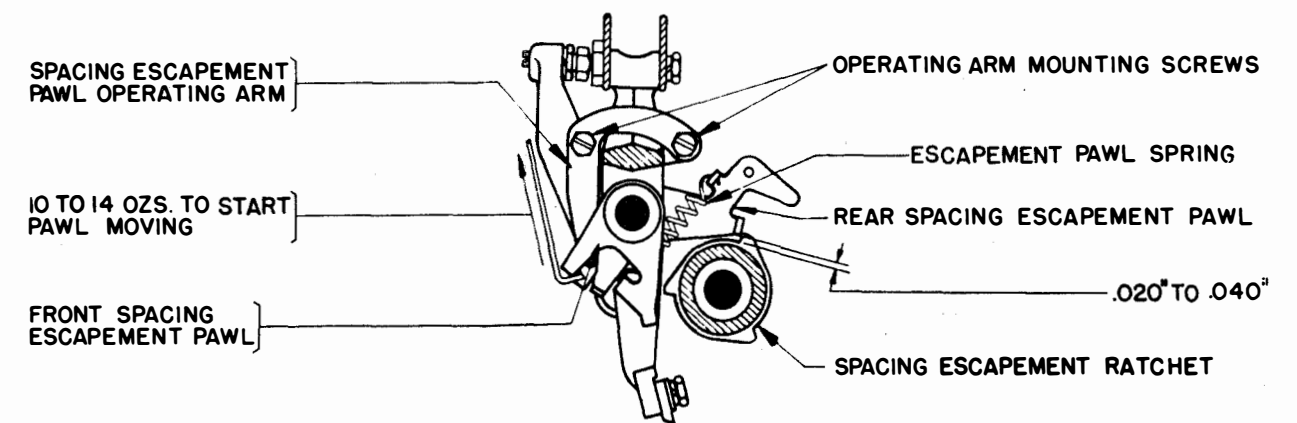


FIGURE 57

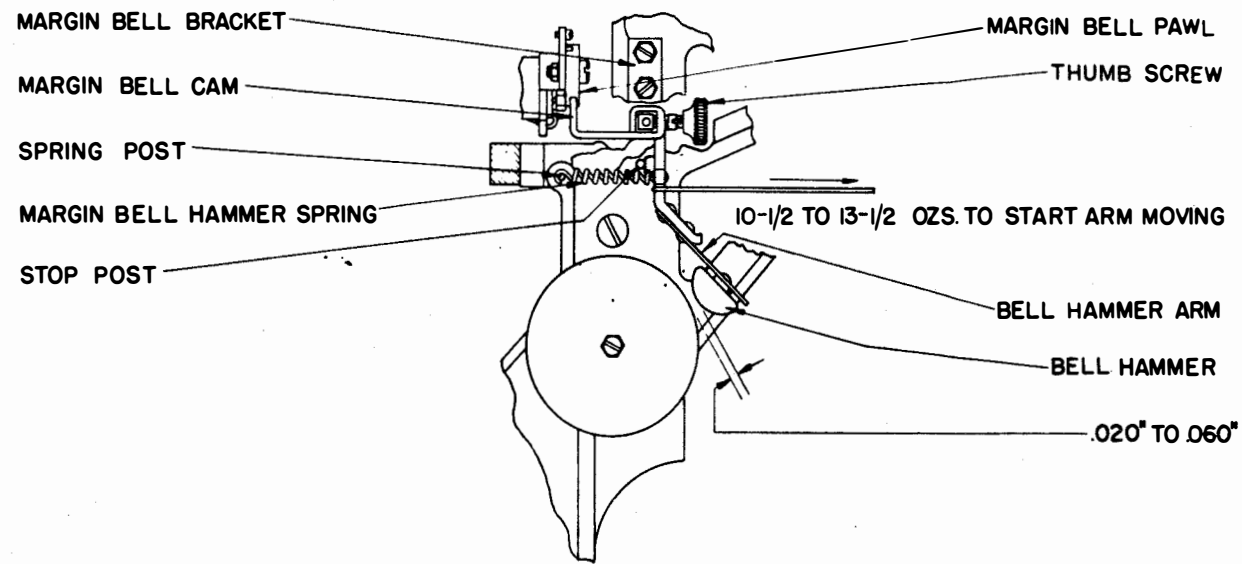


FIGURE 58

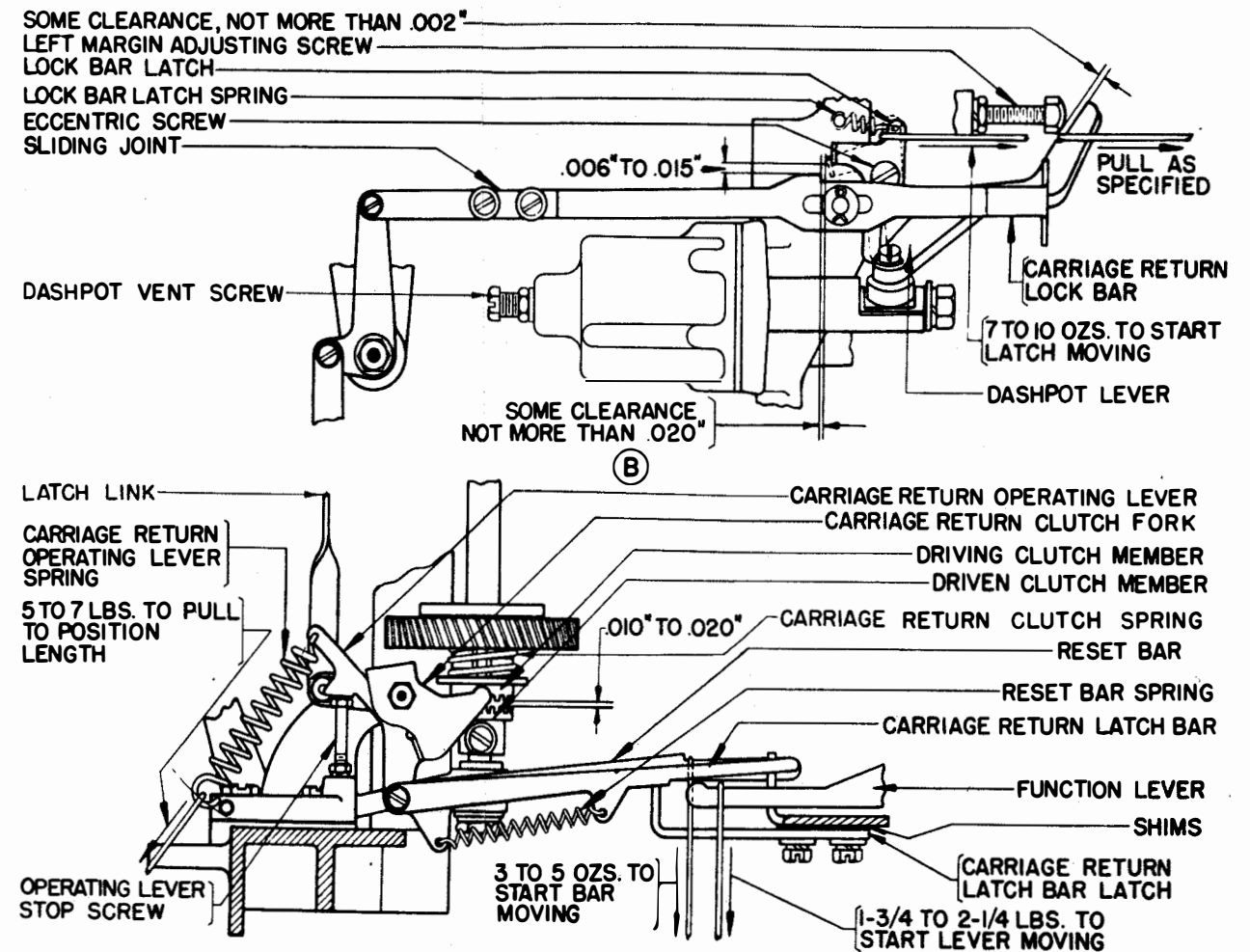


FIGURE 60

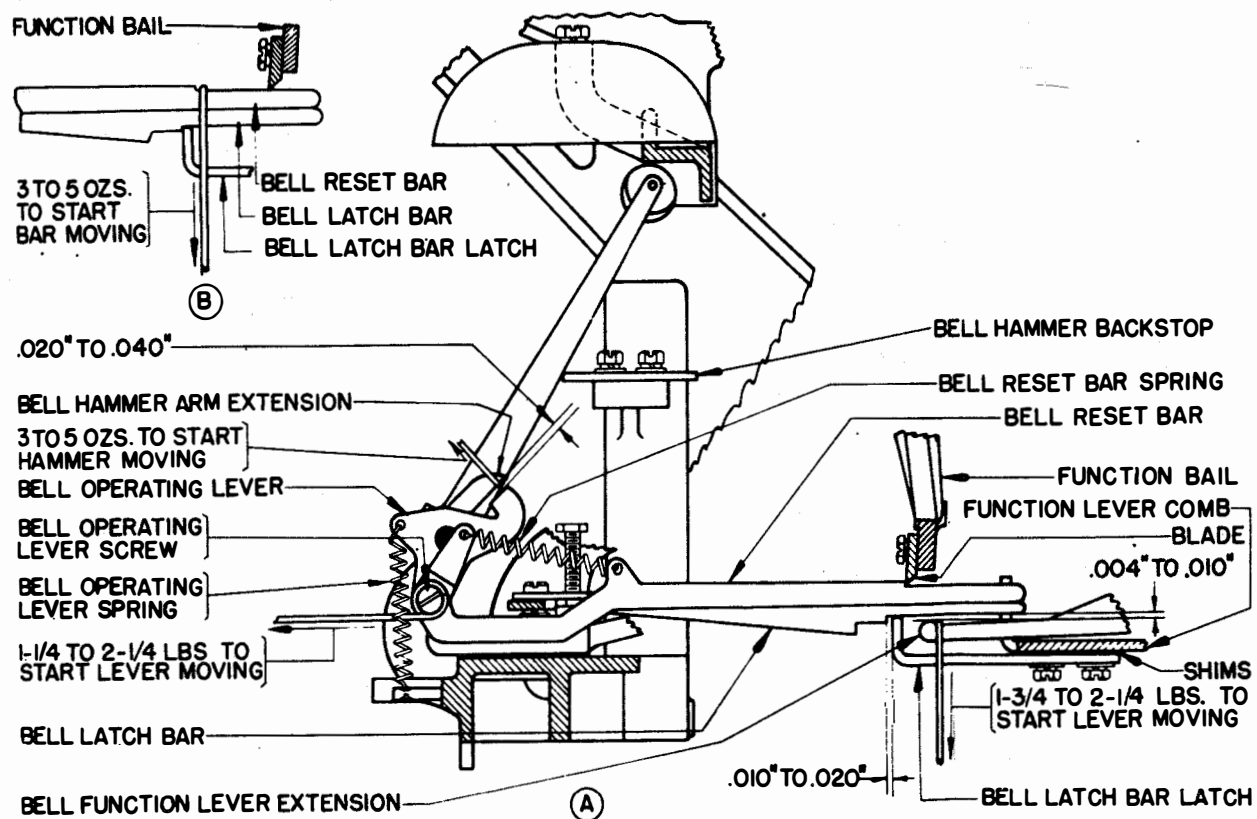


FIGURE 59

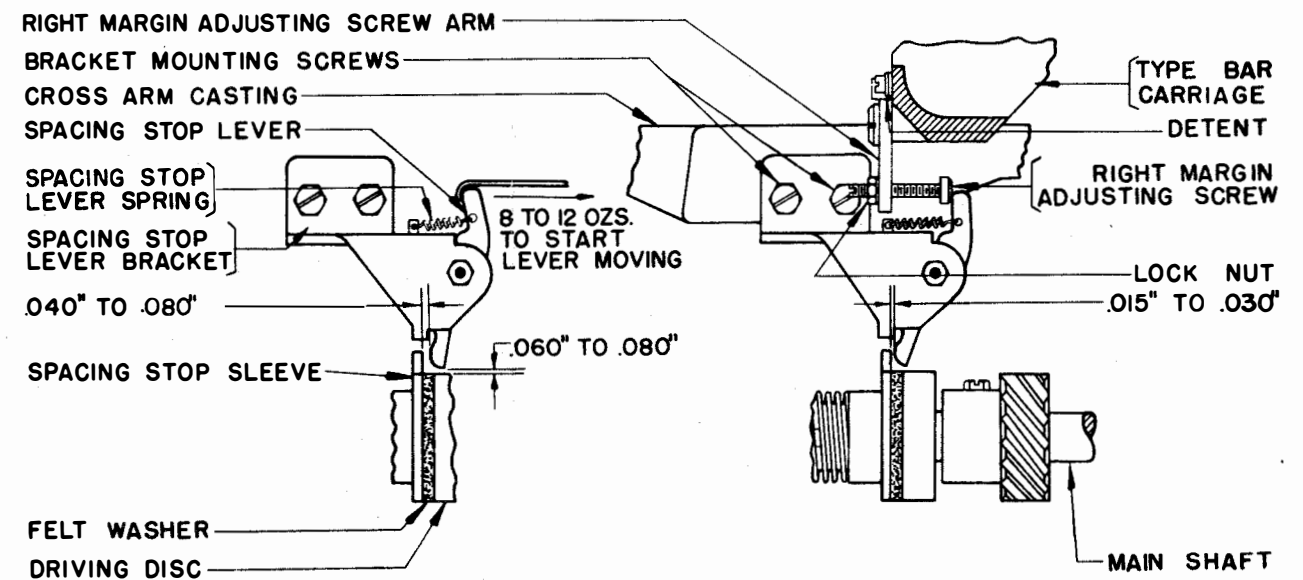


FIGURE 61

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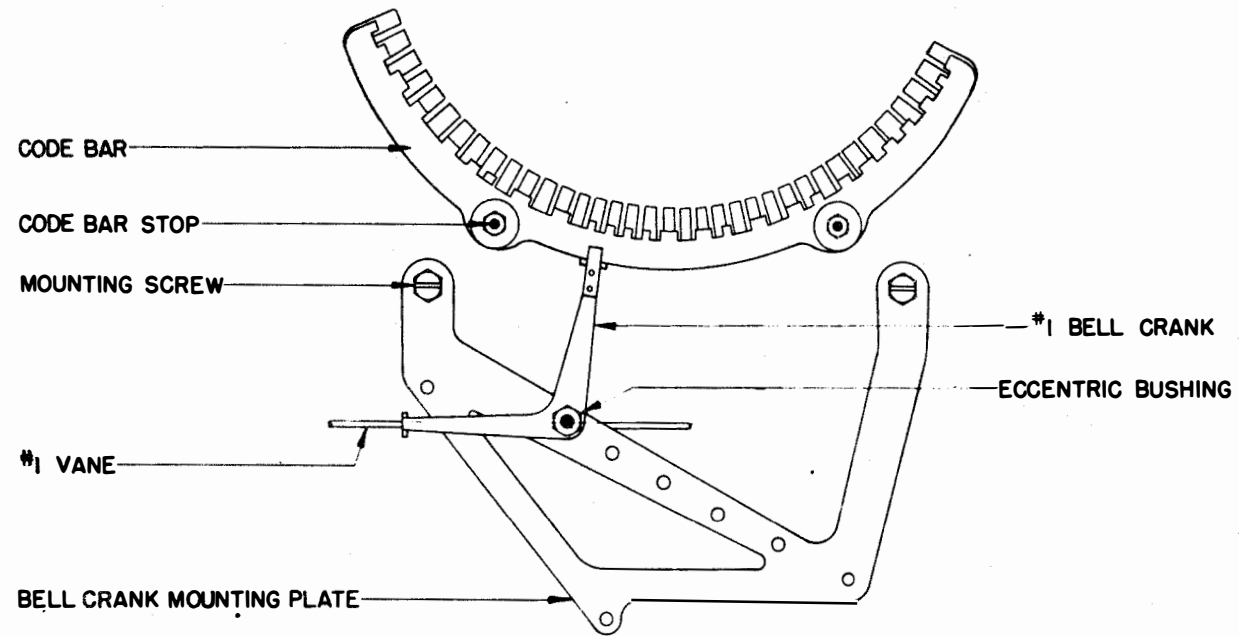


FIGURE 62

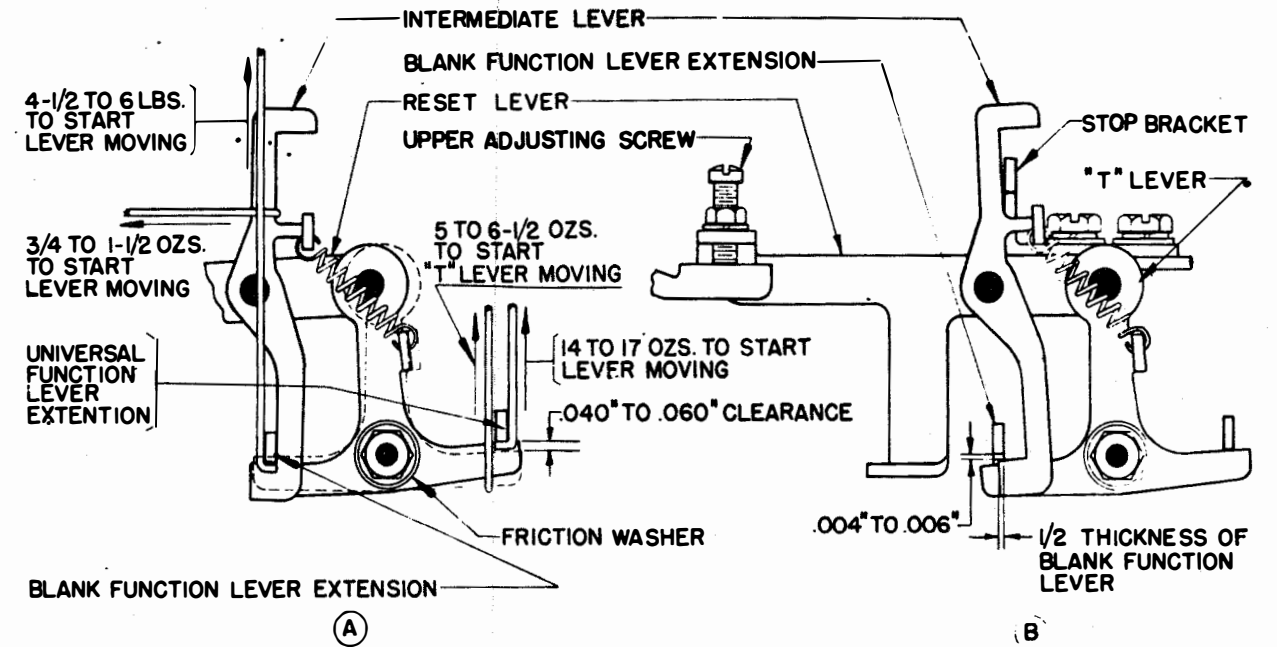


FIGURE 65

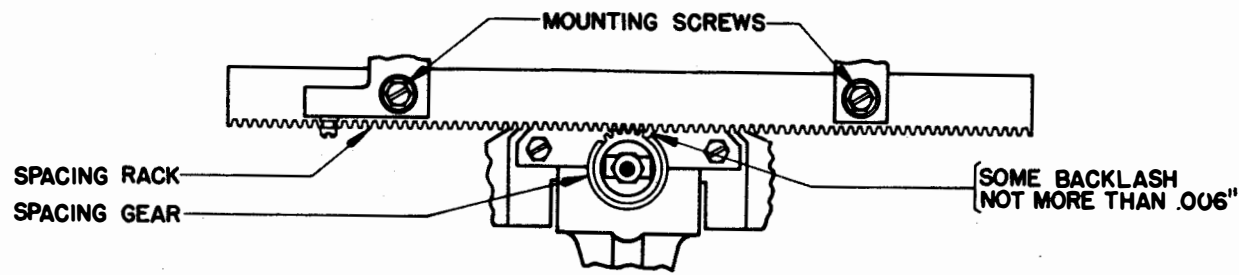


FIGURE 63

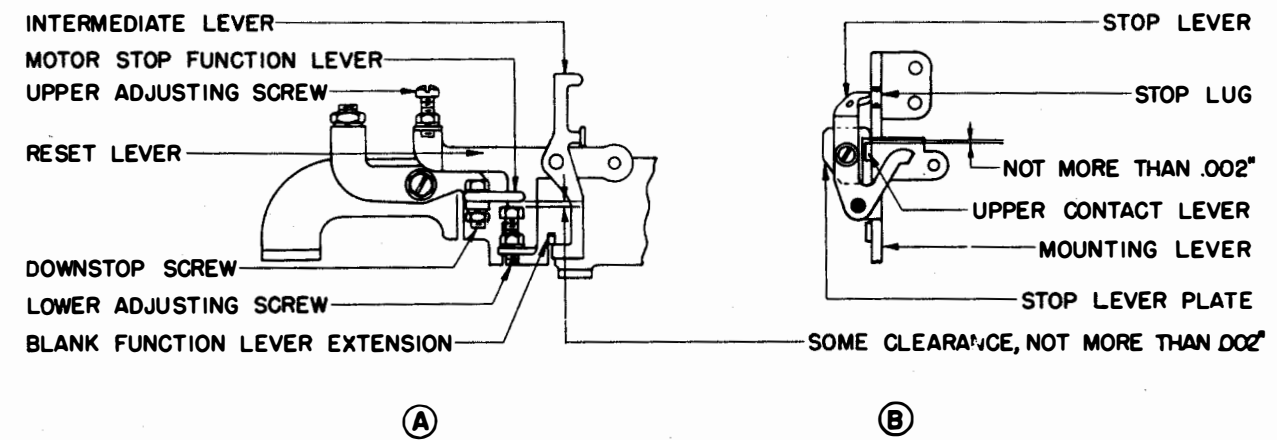


FIGURE 66

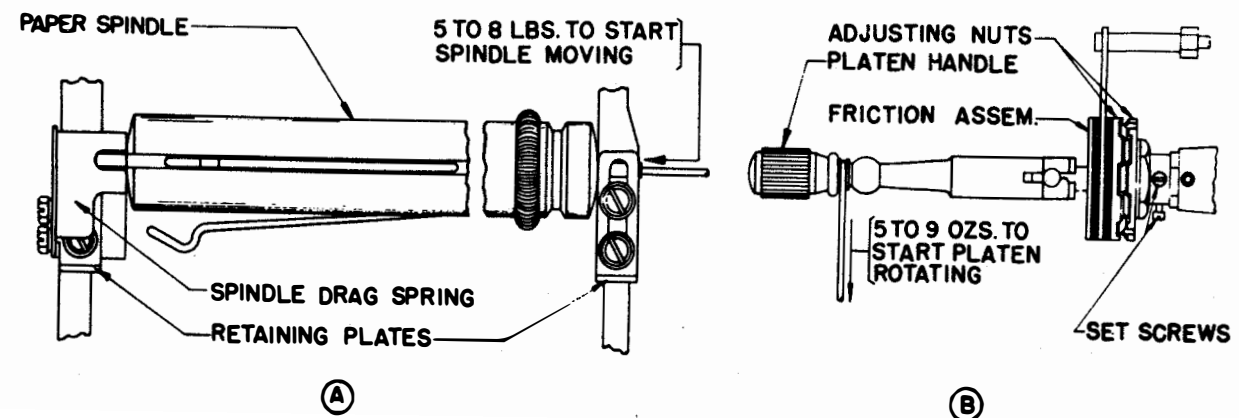


FIGURE 64

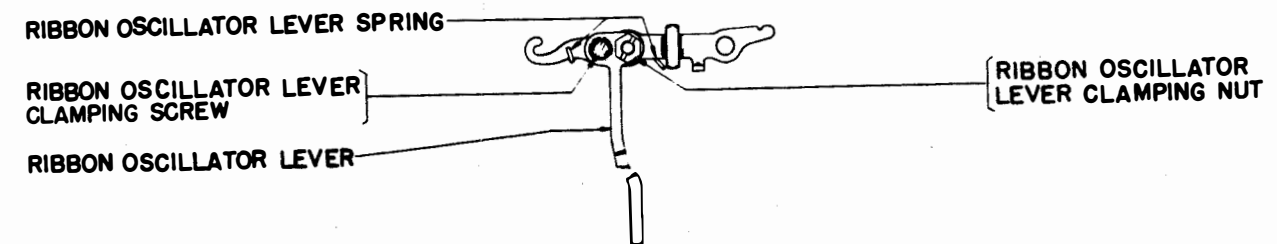


FIGURE 67

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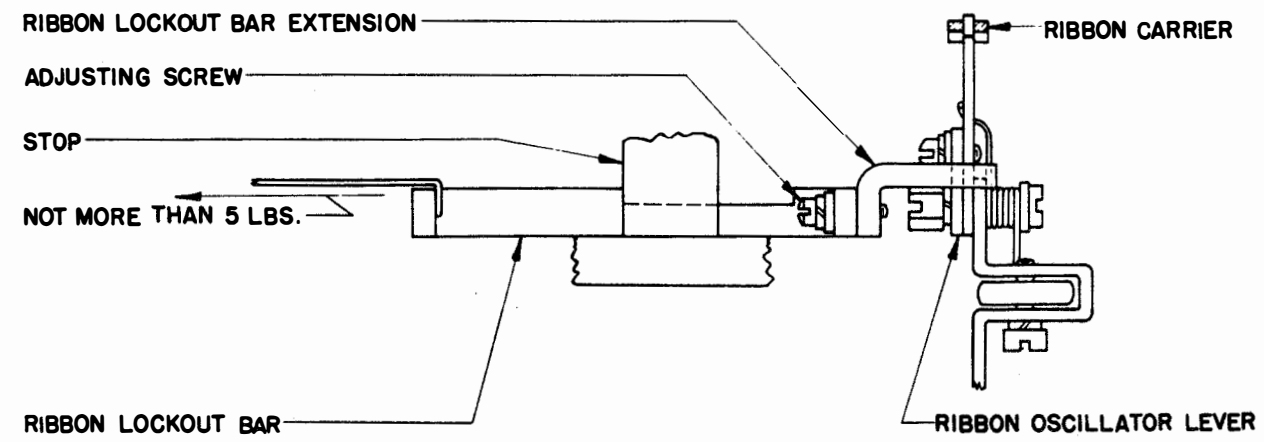


FIGURE 68

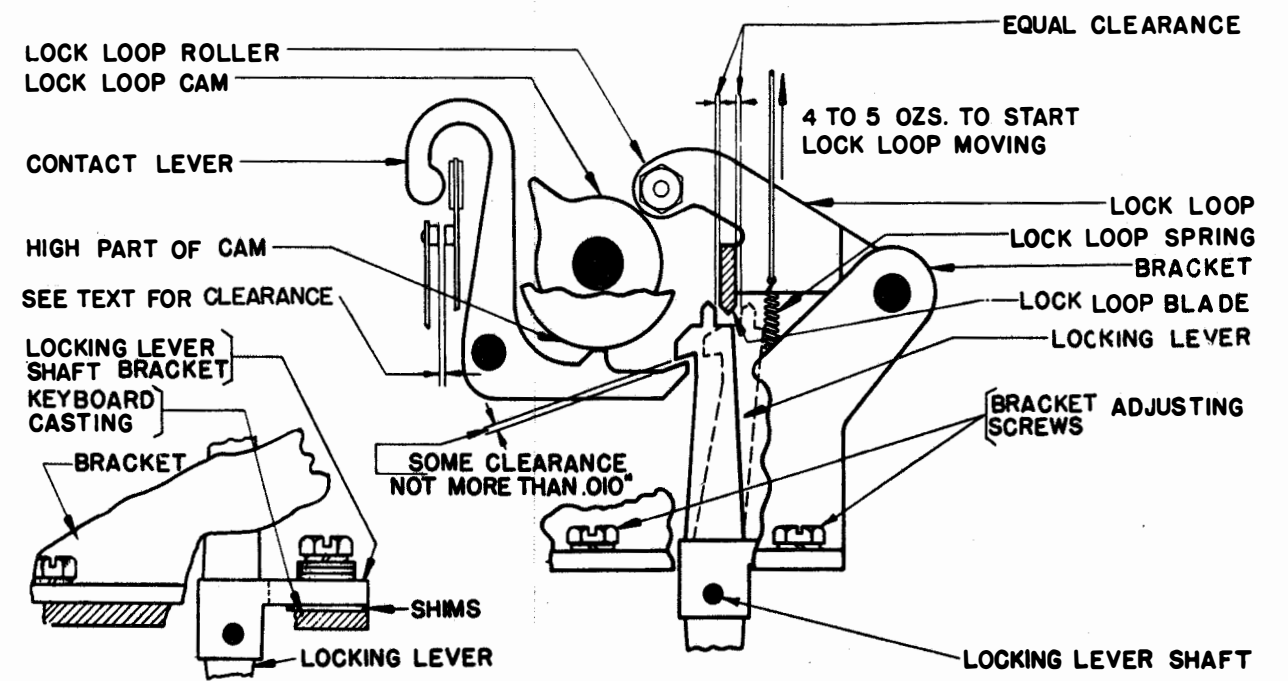


FIGURE 71

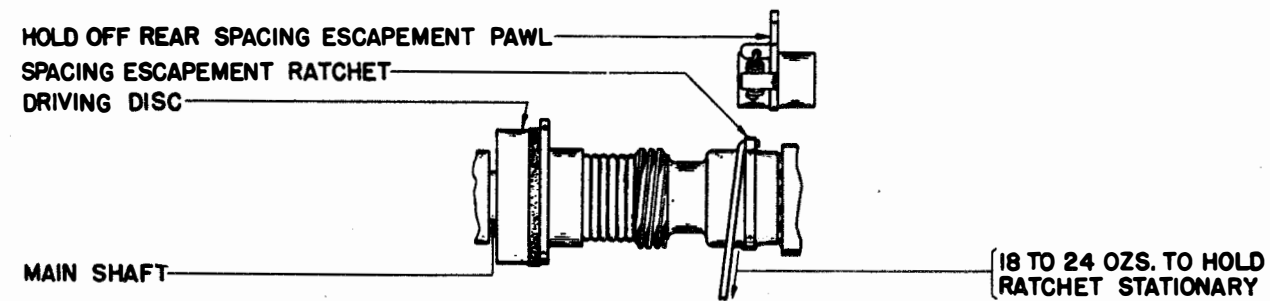


FIGURE 69

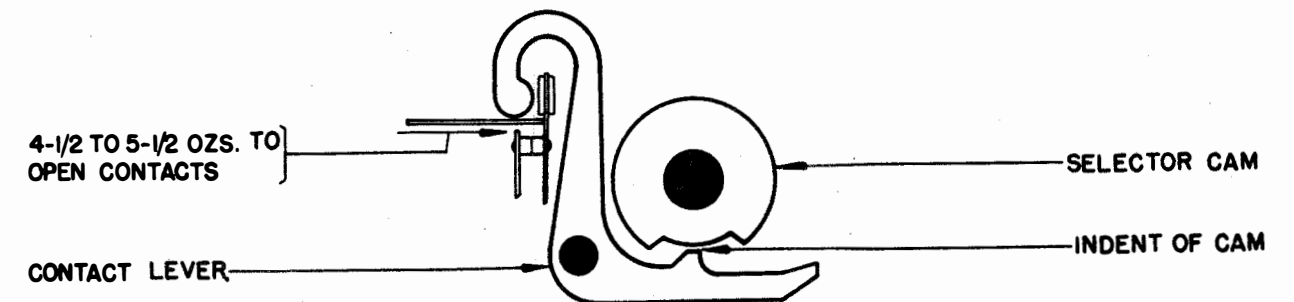


FIGURE 72

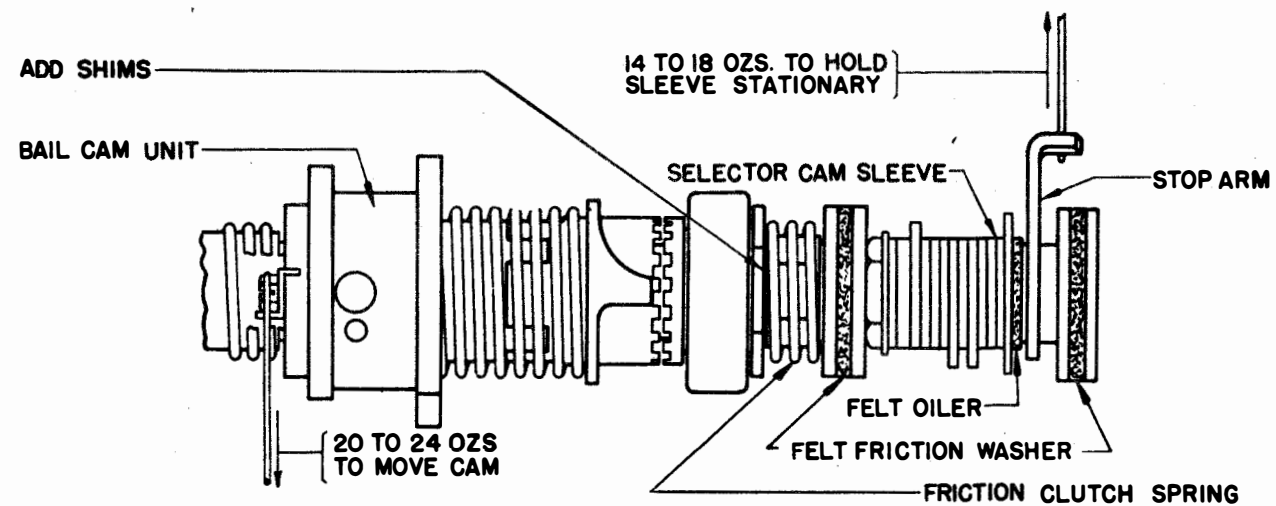


FIGURE 70

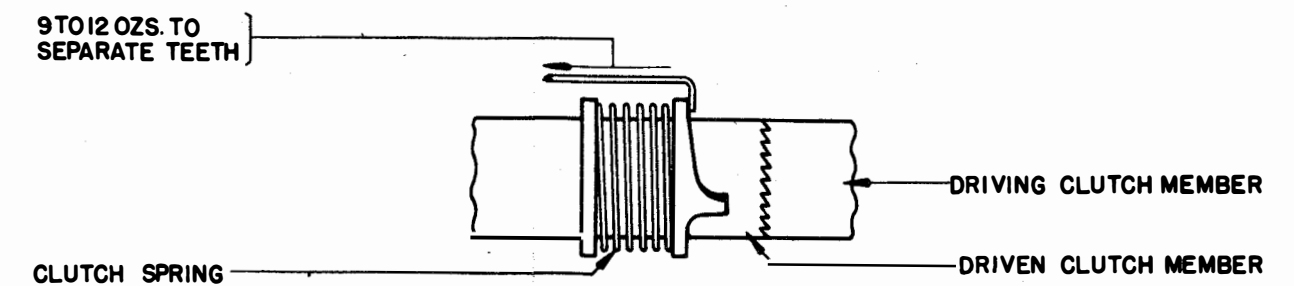


FIGURE 73

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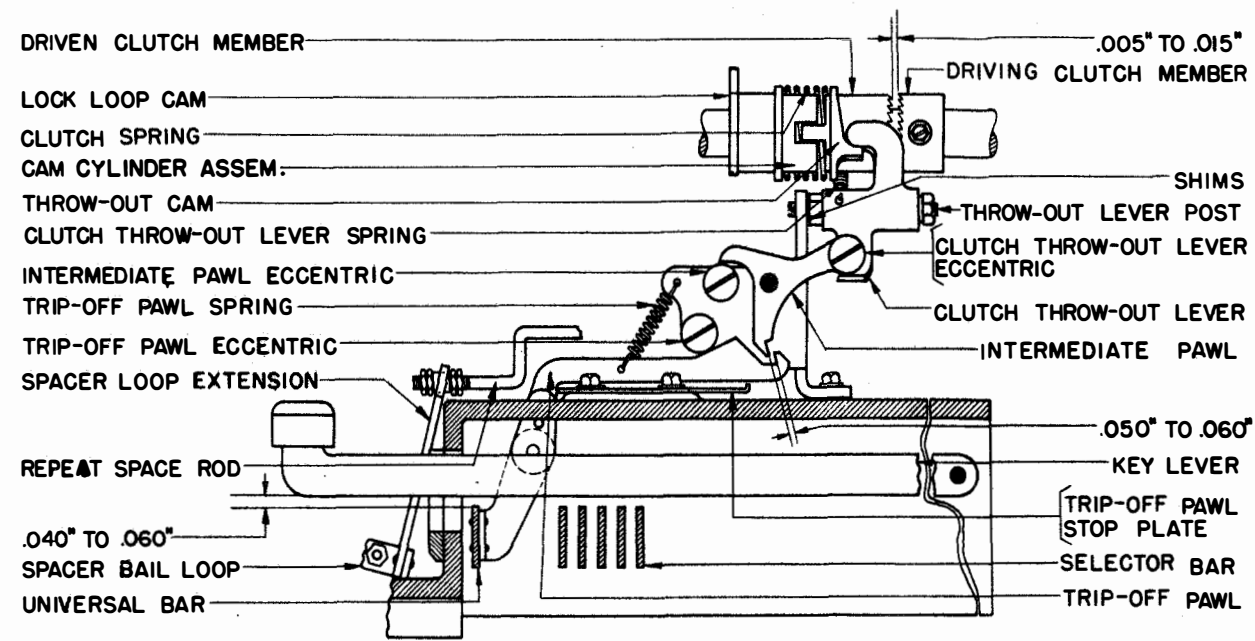


FIGURE 74

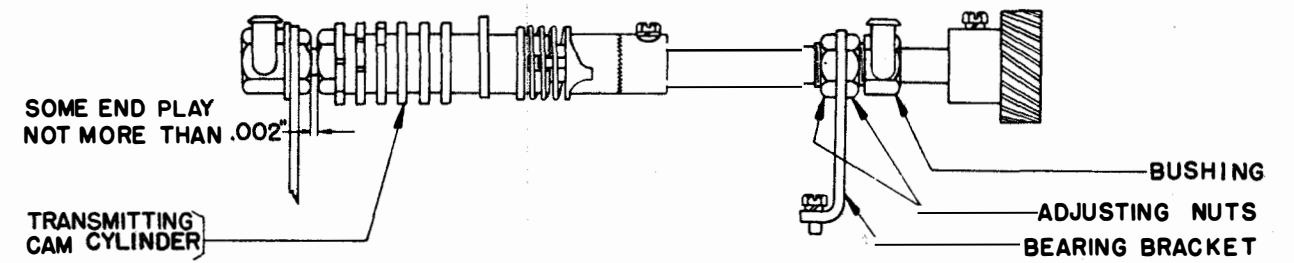


FIGURE 77

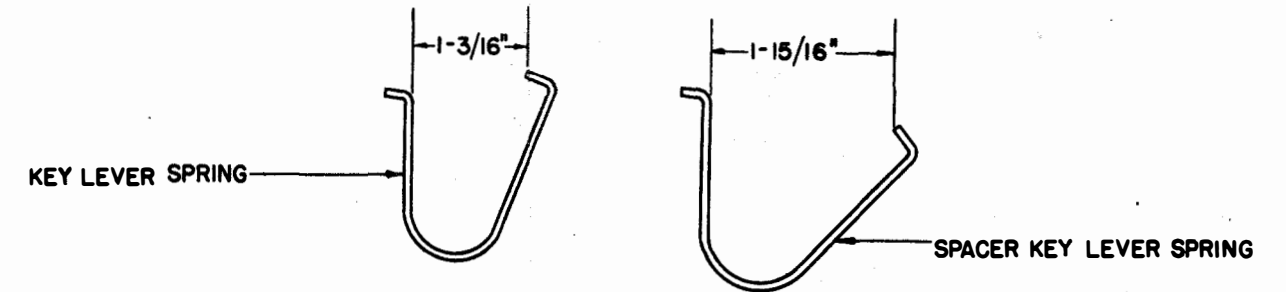


FIGURE 78

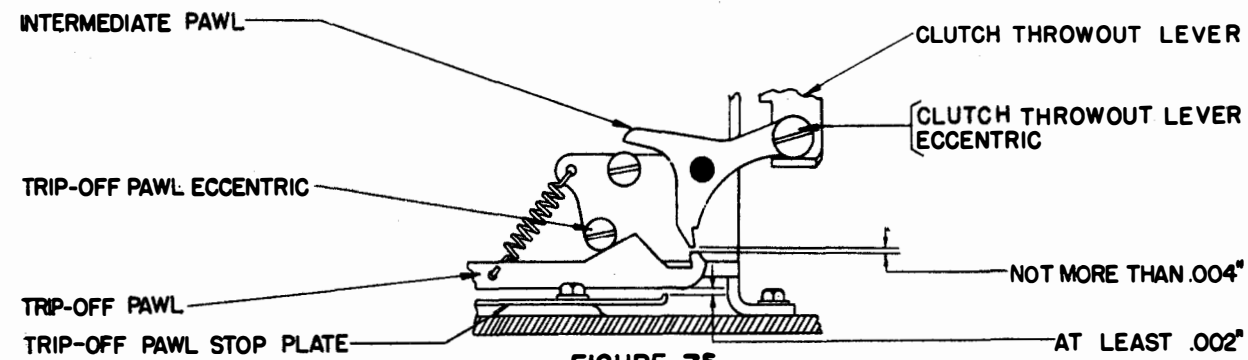


FIGURE 75

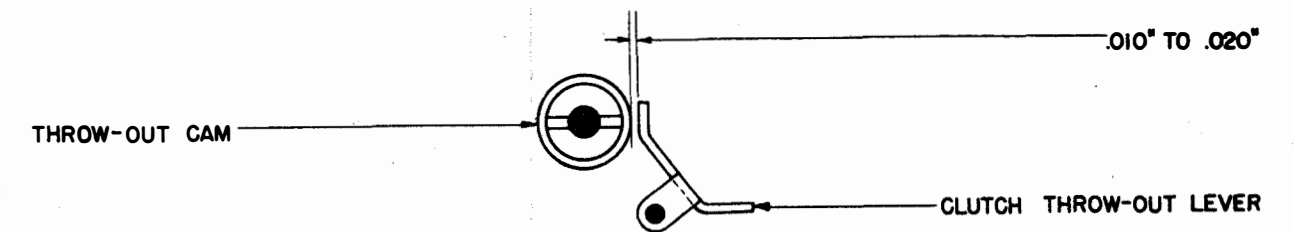


FIGURE 79

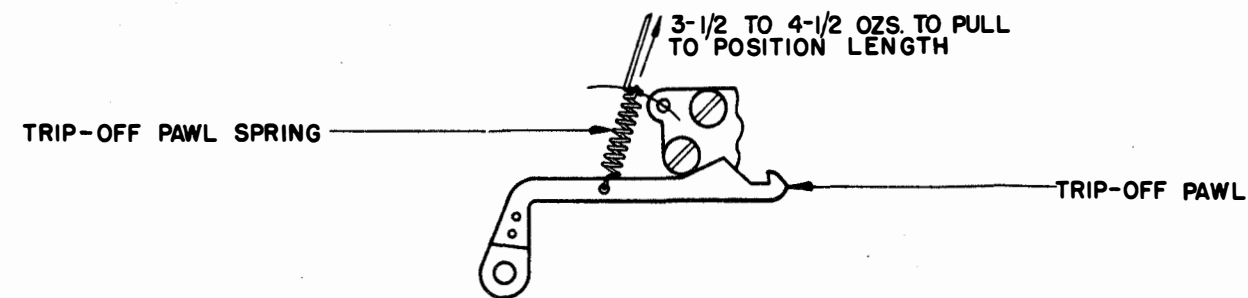


FIGURE 76

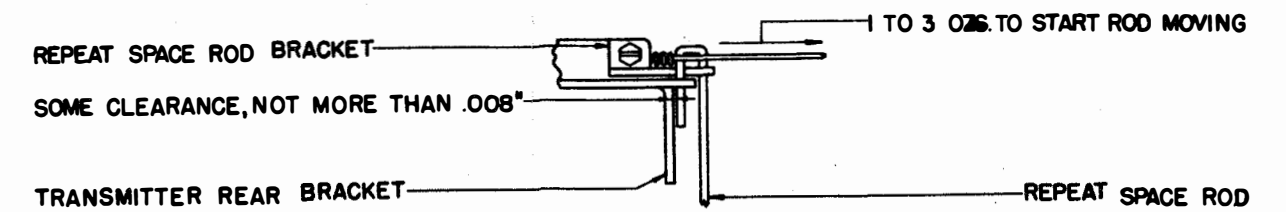


FIGURE 80

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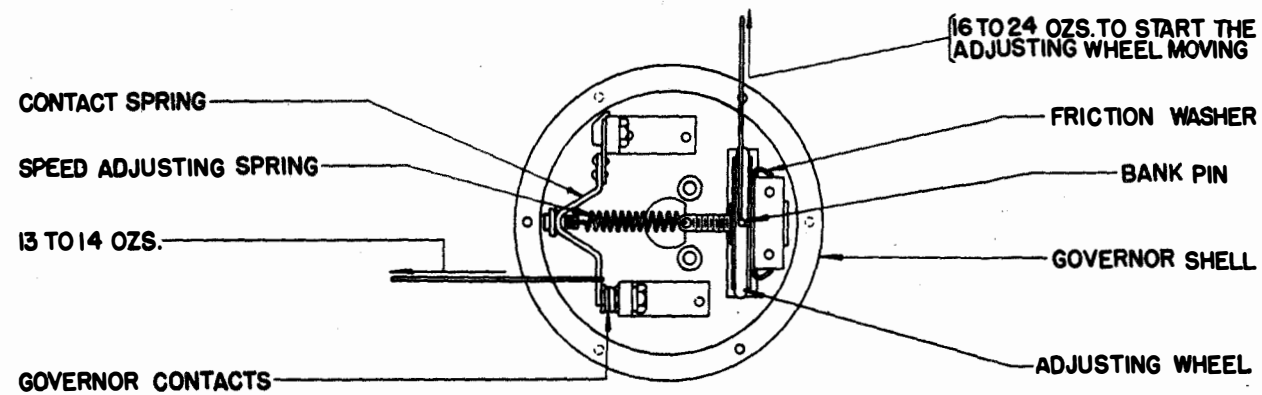


FIGURE 81

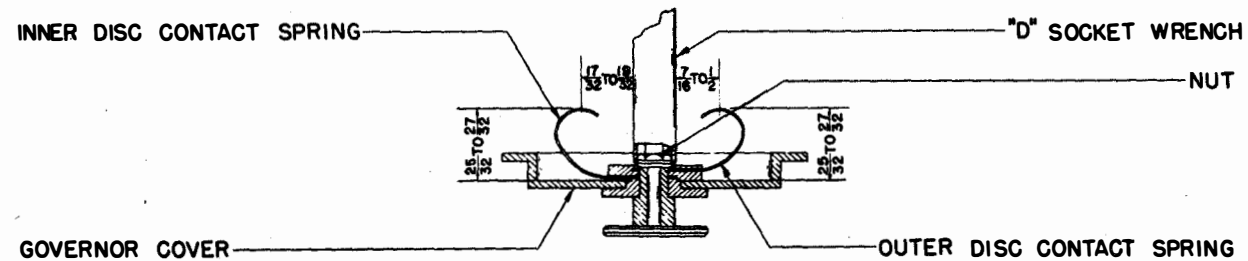


FIGURE 82

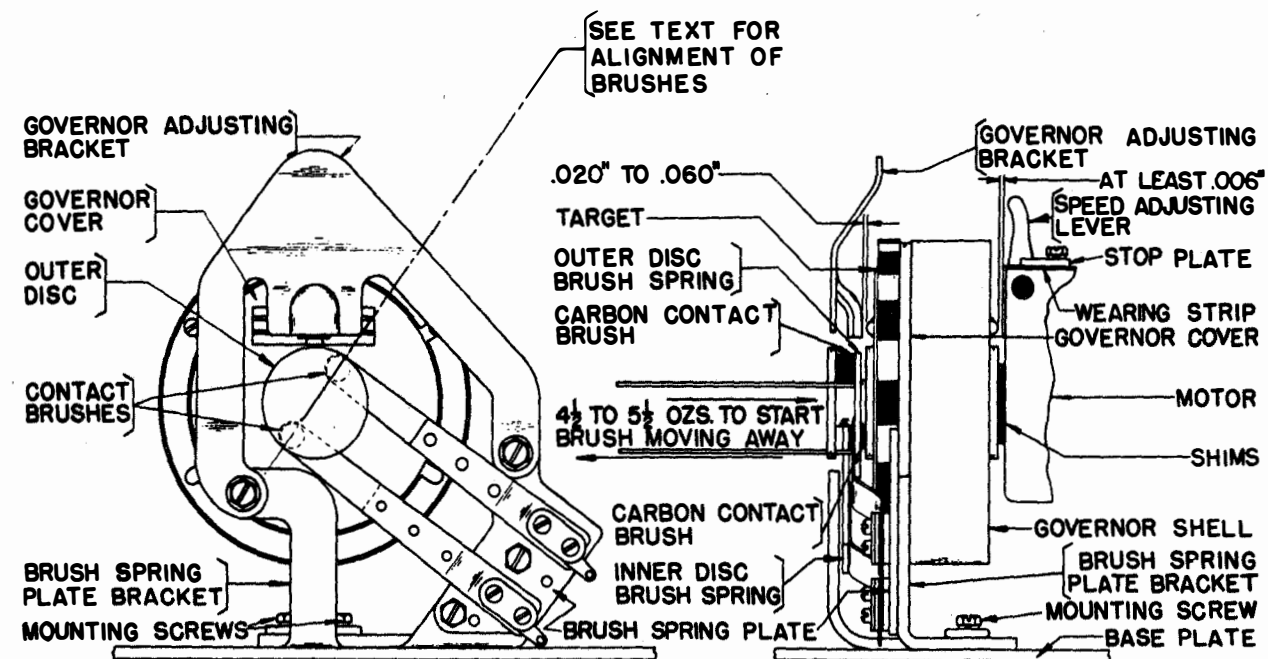


FIGURE 83

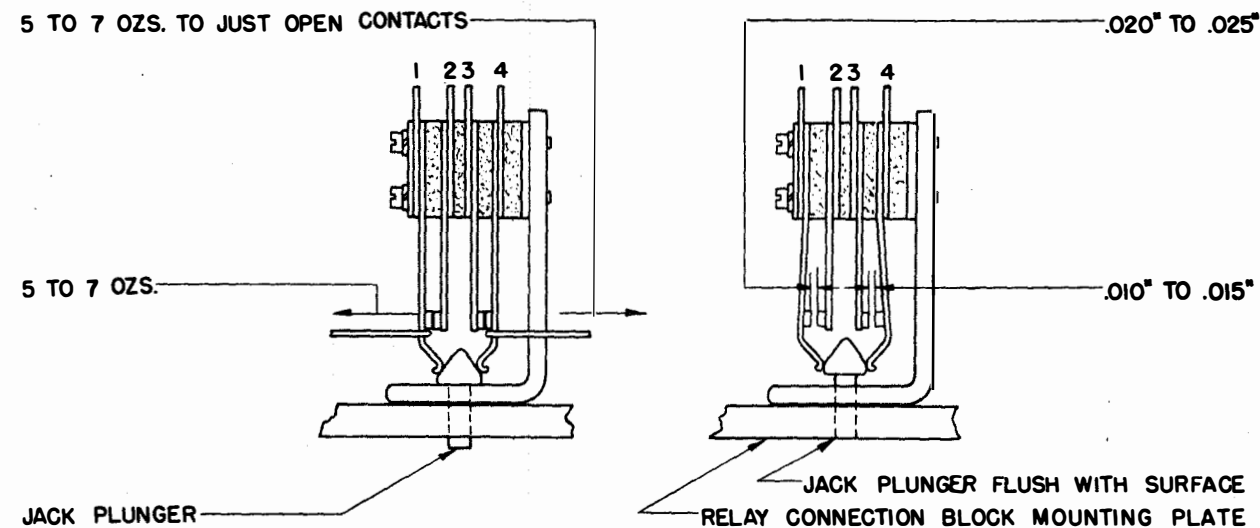


FIGURE 84

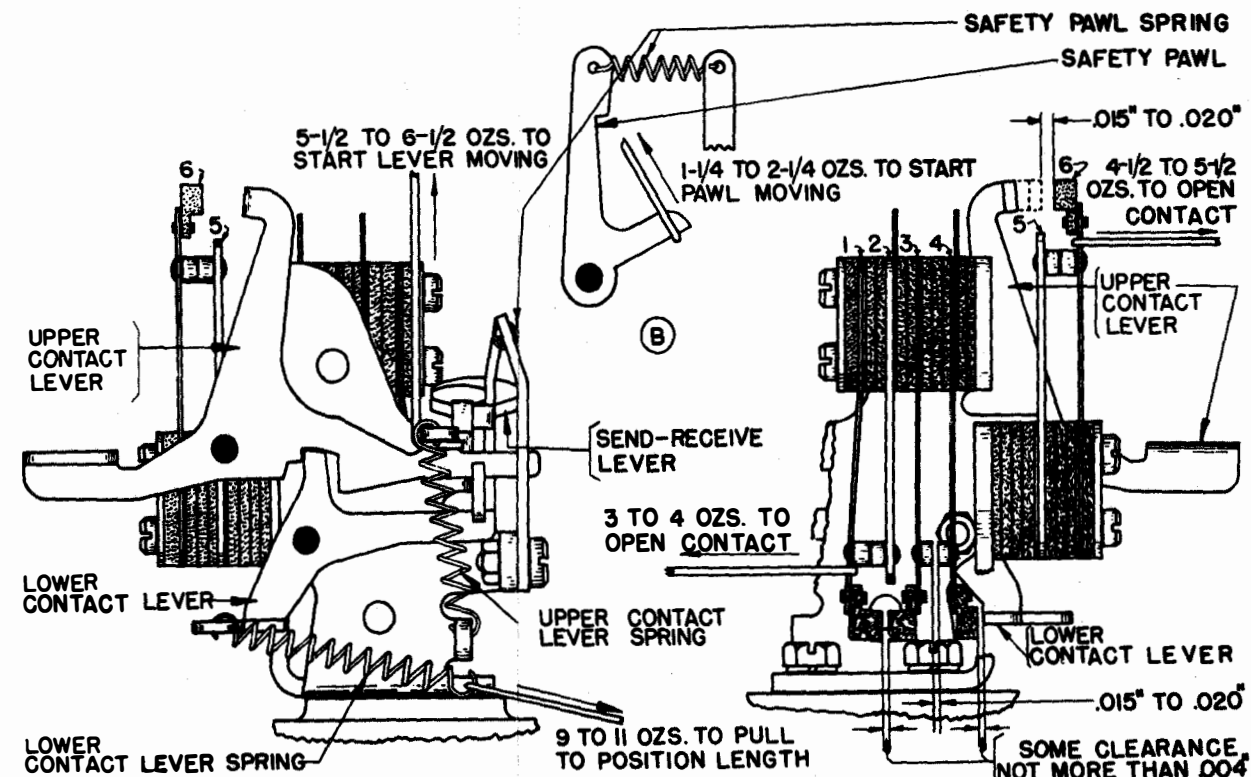


FIGURE 85

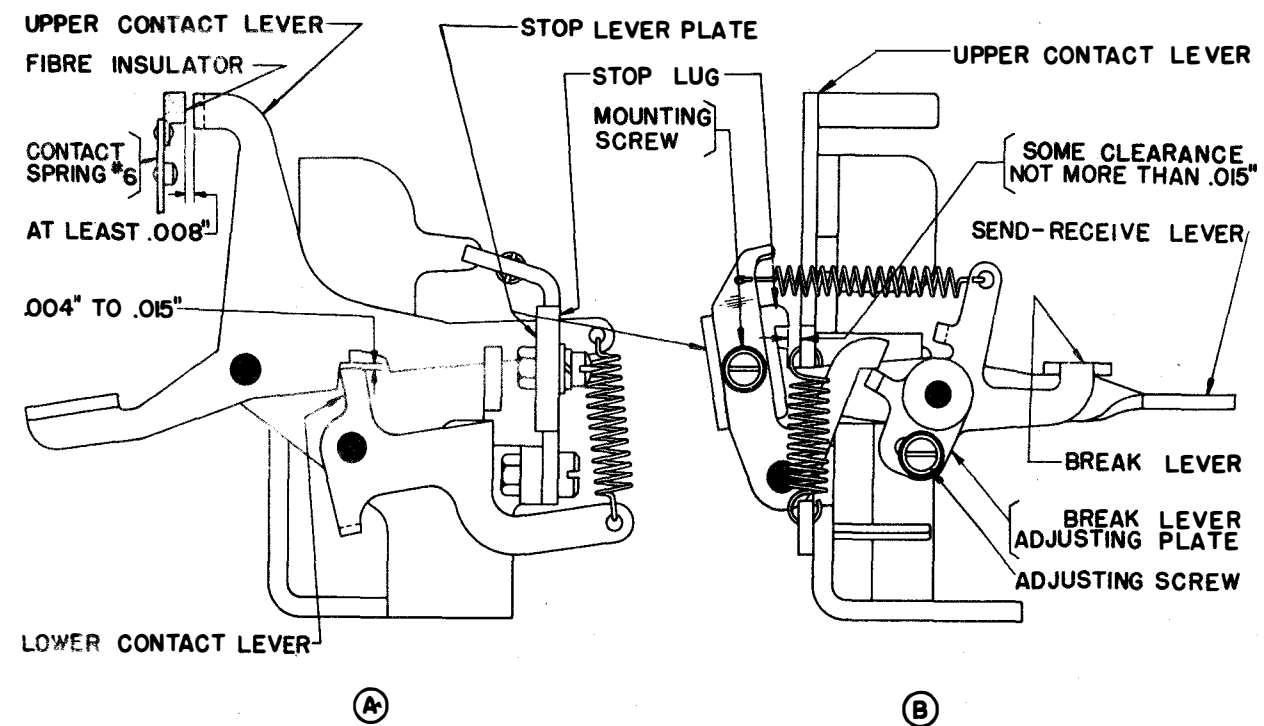


FIGURE 86

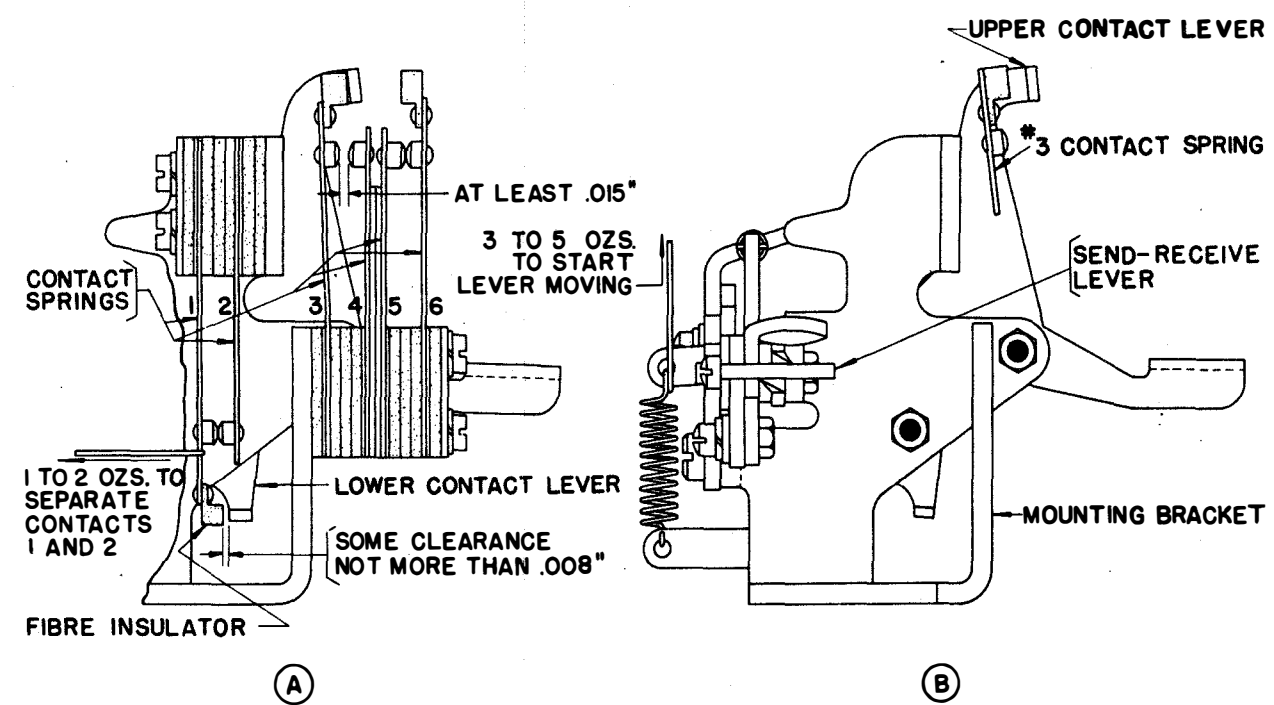


FIGURE 88

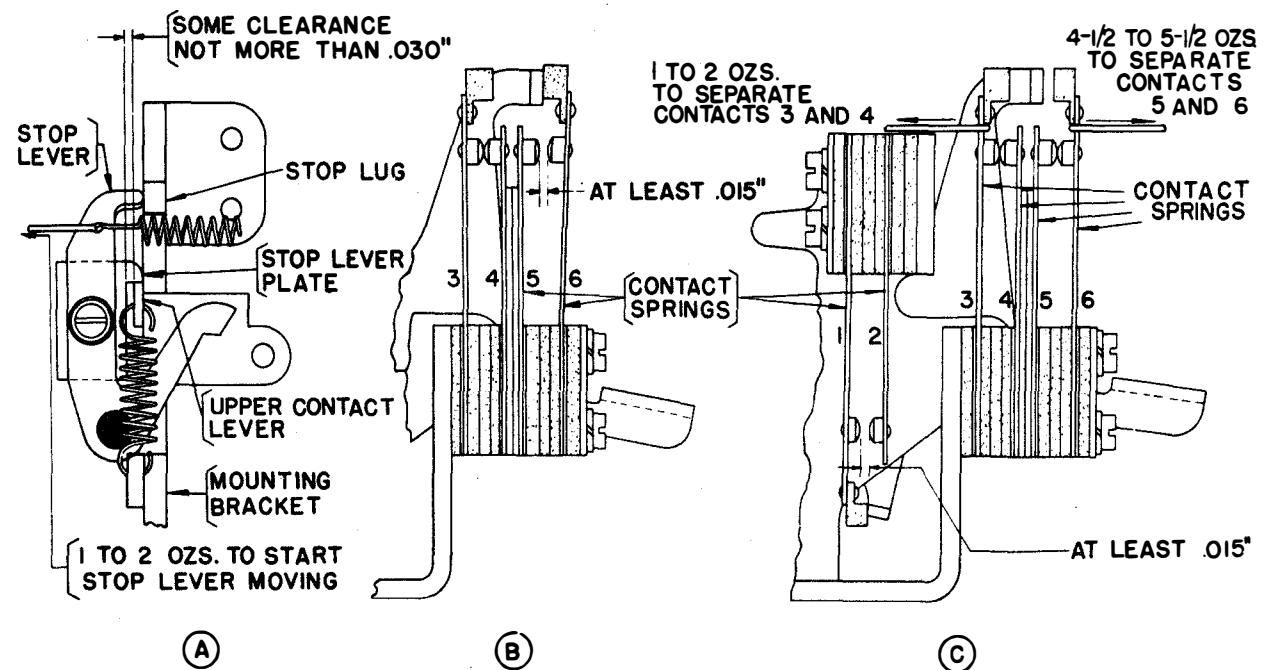


FIGURE 87

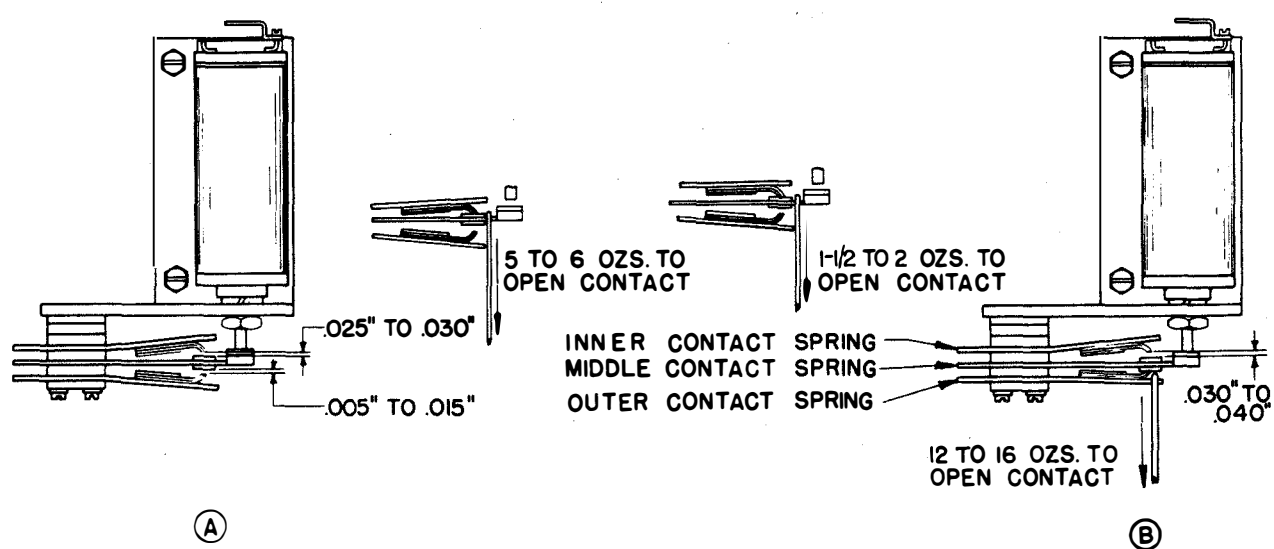


FIGURE 89

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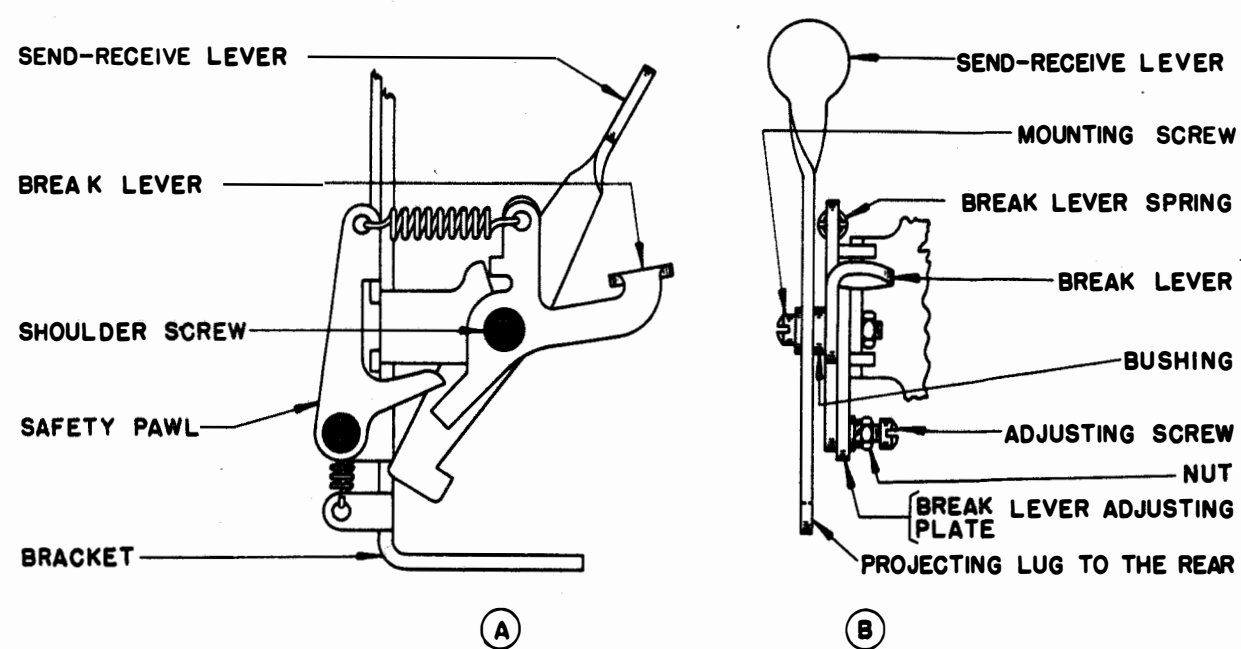


FIGURE 90

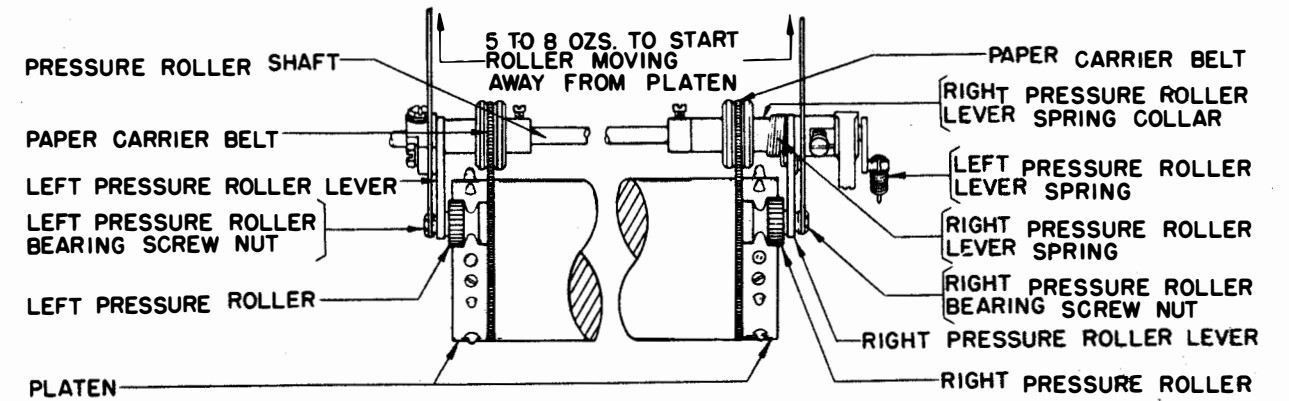


FIGURE 92

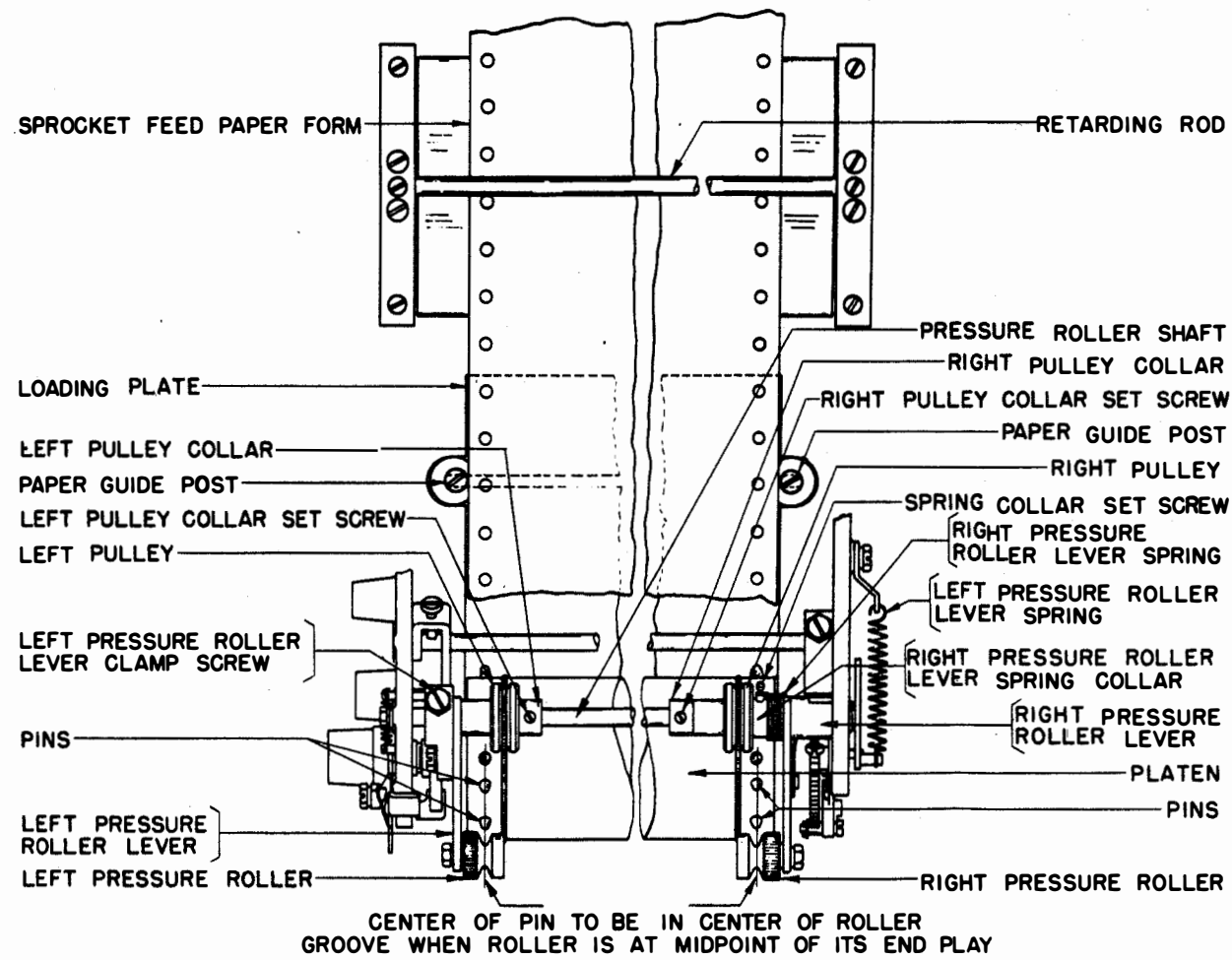


FIGURE 91

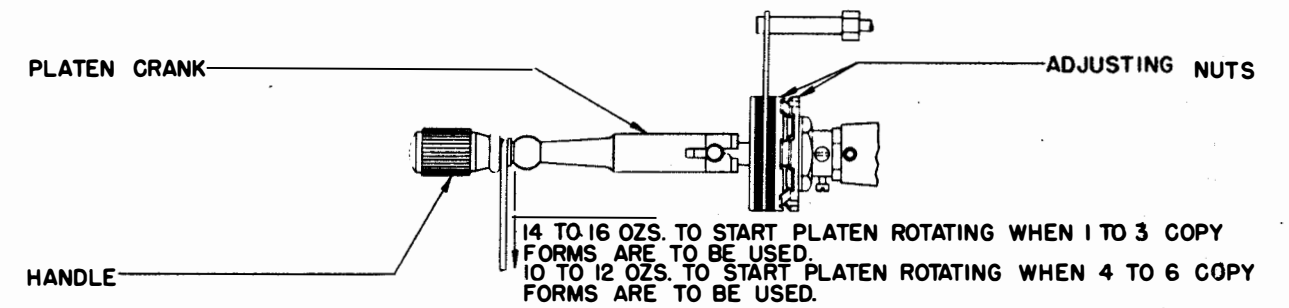


FIGURE 93

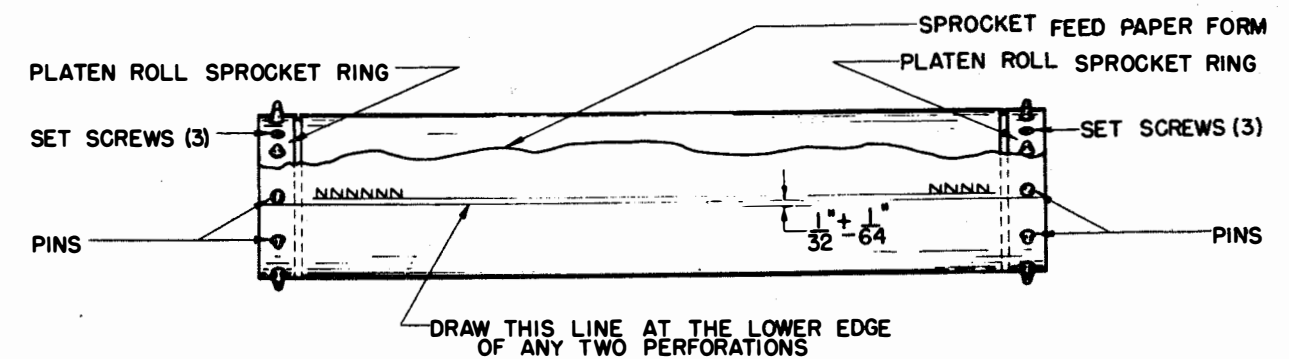


FIGURE 94

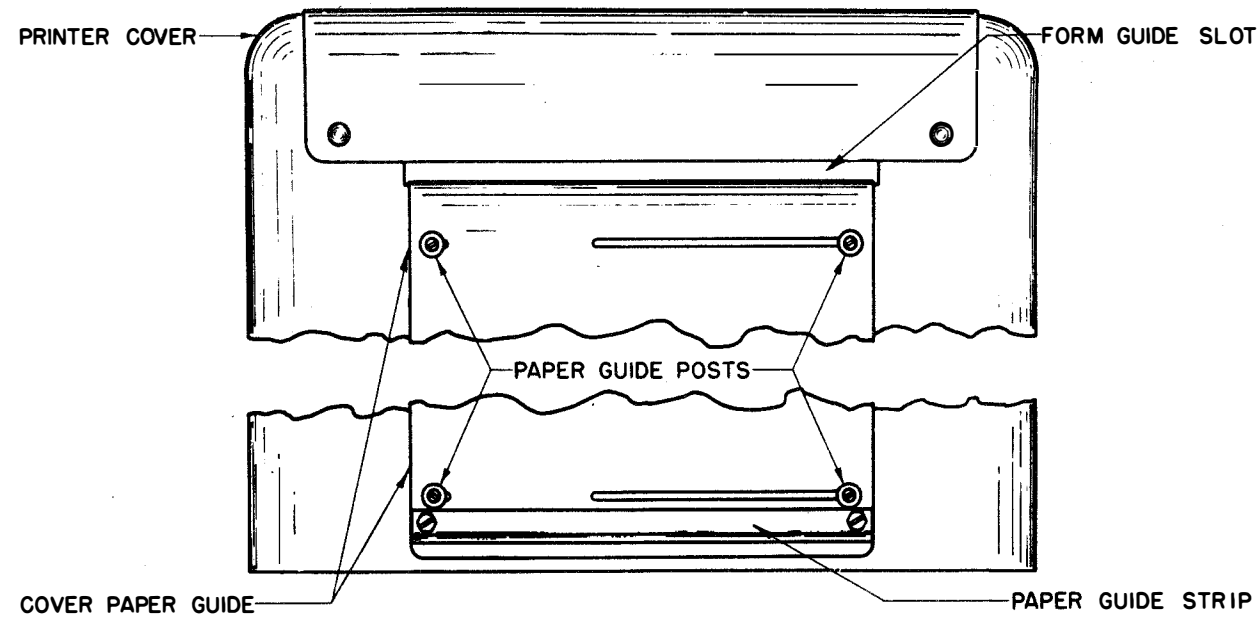


FIGURE 95

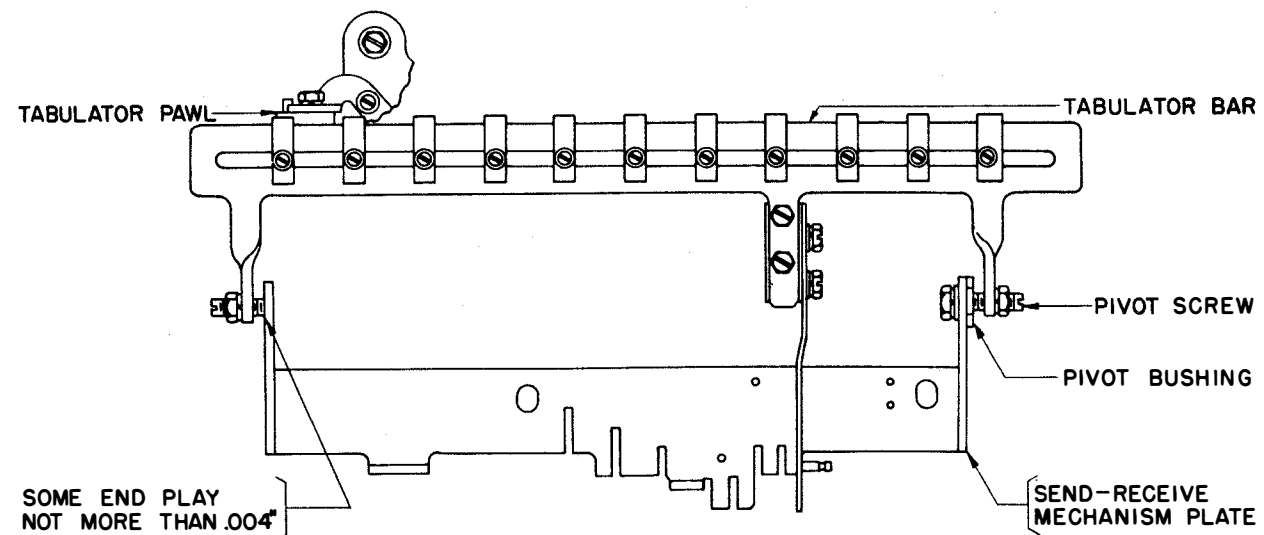


FIGURE 96

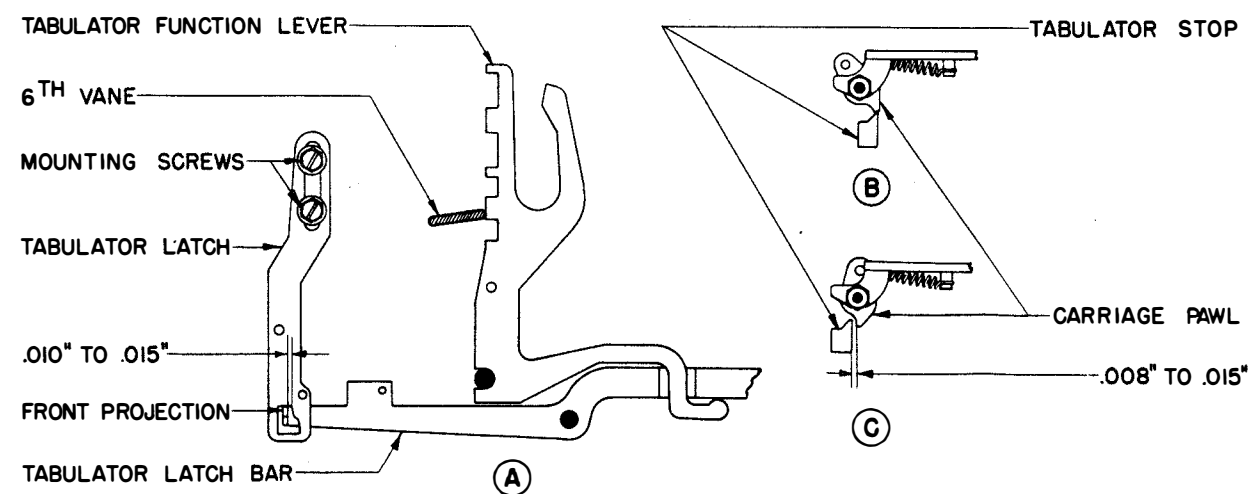


FIGURE 97

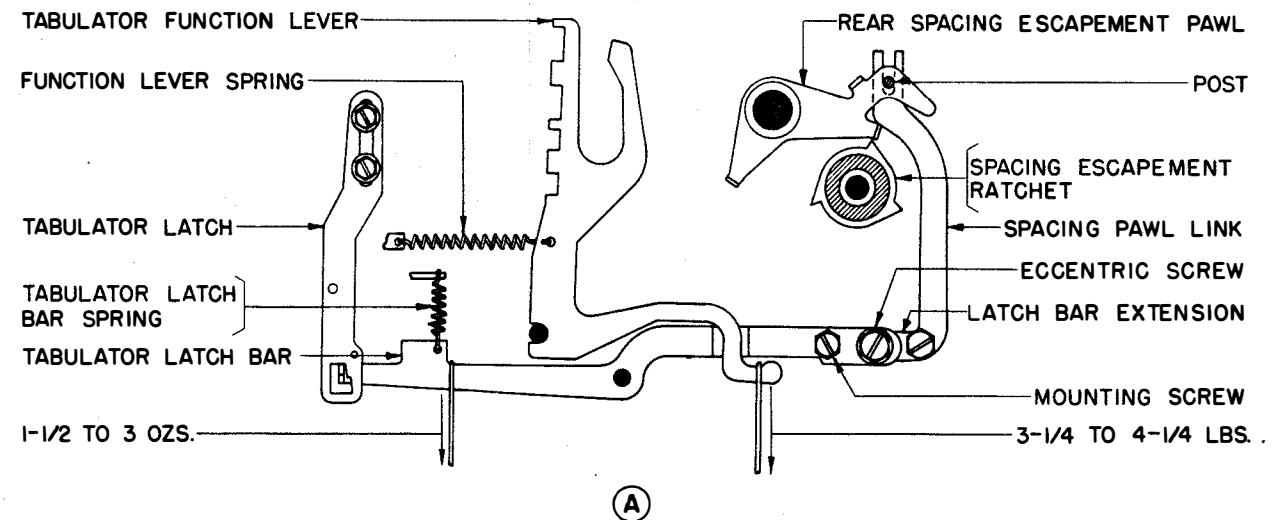
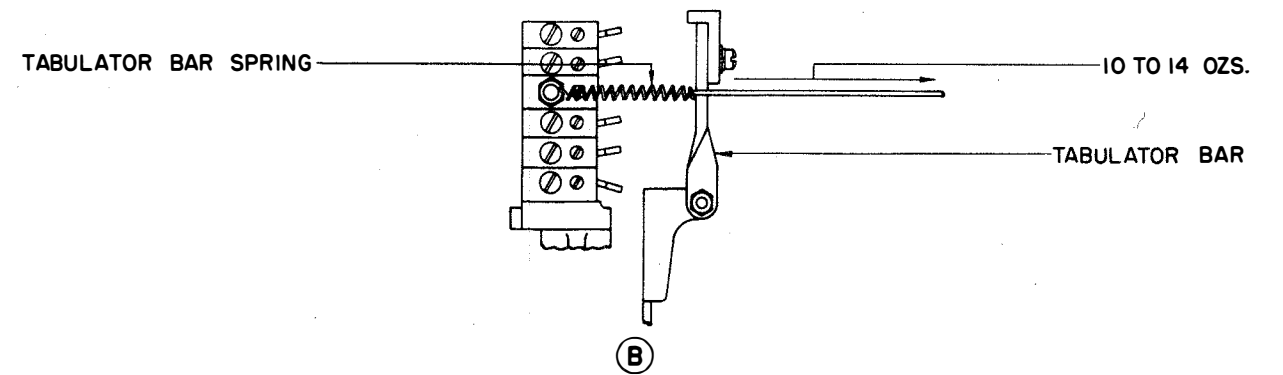


FIGURE 98

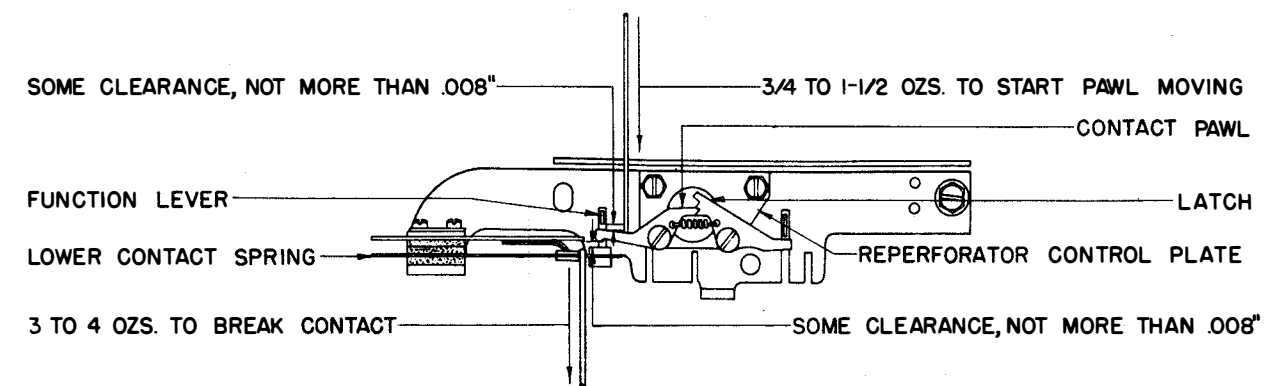


FIGURE 99

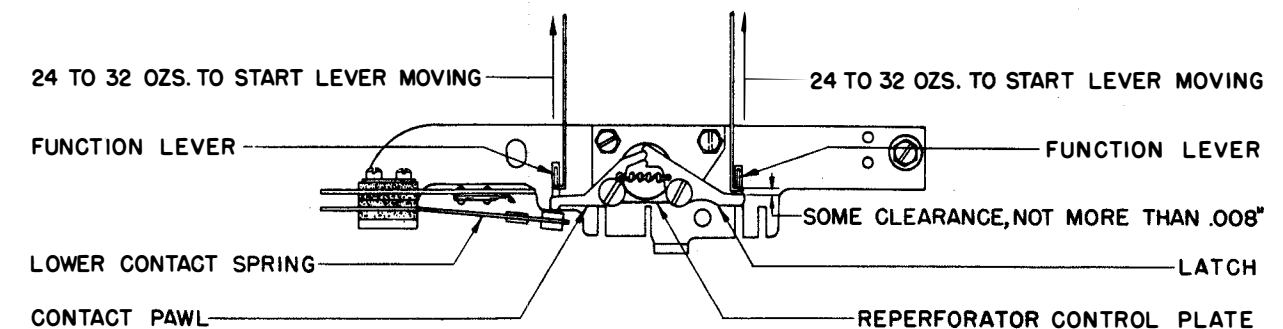


FIGURE 100