

CHANGES AND ADDITIONS
BULLETIN 141 (ISSUE 3)
DESCRIPTION AND ADJUSTMENTS
TRANSMITTER-DISTRIBUTOR (MODEL 14)

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MAIN SHAFT ADJUSTMENT (Figure 10)

Change this adjustment to read as follows:

Rotate the main shaft until the operating lever roller just just starts to ride up the high part of the cam. Position the main shaft so that there is some clearance between the lower surface of the cam and the upper surface of the operating lever when all the play of the operating lever is taken up in a direction to make the clearance a minimum. With the play in the operating lever taken up in a direction to make the clearance a maximum, this clearance should not exceed .040". To adjust, loosen the main shaft bearing cap screws and raise or lower the main shaft. Tighten the screws.

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UNIVERSAL MAGNET (Figure 11)

Add the following to the first paragraph:

The side of the tape stop magnet armature stamped "C" designates heavy chrome plating. This side should be next to the magnet core when the unit is wired for DC operation of the magnet. When the wiring is for AC operation, the "C" side should be away from the magnet core in order to reduce chatter and AC hum.

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DETENT LEVER SPRING TENSION (Figure 16)

Change the wording of the last line and add an additional line as follows: "It should require 15 to 18 ozs. to start the detent lever moving when the detent lever is provided with a rounded surface opposite the round boss for the spring, as shown on Figure 16. When a new style detent lever having a protruding rib to facilitate hooking of the scale is provided, the spring tension should measure 12 to 15 ozs."

Add the following adjustment just prior to the TAPE SPACE ADJUSTMENT (Figure 18):

TAPE RETAINING LID LATCH WEARING STRIP SHIMS ADJUSTMENT

With a .003" thickness gauge placed between the retaining lid and the front guide rail on the tape guide plate the latch should not close freely. With the gauge removed and the retaining lid held against the front guide rail on the tape guide plate, the latch should operate freely under its own spring tension.

To adjust, increase or decrease the number of shims installed between the latch wearing strip and top plate.

TAPE SPACE ADJUSTMENT (Figure 18)

In the first sentence change the specified clearance to read ".011" to .014" instead of ".012" to .014", and add after the words "latched closed" the following: "and the end play taken up in a direction to make this clearance a minimum."

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DETENT BRACKET ADJUSTMENT (Figure 17)

Change this adjustment to read as follows:

Obtain a piece of tape with a series of LETTERS perforations. Either regular tape or chadless tape may be used. Check the tape to determine if the spacing of the perforations meets the requirement of ten to the inch. (If chadless tape is used, fold the lids of one set of five perforations backward so that the lids do not obstruct the holes.) Engage the feed perforations with the feed wheel so that the unobstructed perforations are directly over the tape pins. Disengage the stop arm from the stop cam lug and rotate the governor or fan in a clockwise direction (when the unit is viewed from the front) until the tape pins are flush with the bottom of the tape. Check to see that the detent roller is resting in an indent between two teeth of the feed wheel ratchet. When the play of the tape on the feed wheel is taken up toward the left, the tape pin farthest to the right should just clear the right edge of its associated code hole. To adjust, loosen the detent bracket mounting screws and position the bracket. Tighten the screws.

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FEED LEVER UPSTOP ADJUSTMENT (Figure 21)

Change the clearance requirement of the second paragraph to read ".050" to .070" instead of ".040" to .050" and add a sentence following the first sentence of this paragraph as follows: "The feed lever should be in contact with the blocking surface of the feed lever upstop."

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Add a third paragraph and note to this adjustment as follows:

"Rotate the motor manually until the adjusting lever (Figure 20) just contacts the lobe on the feed lever. With the contact lever bail in this position there should be at least .002" clearance between the bail and each contact lever lobe. If necessary, refine the feed lever upstop adjustment."

NOTE: With the operating lever on the low part of the operating cam, there should be at least .010" clearance between the radius of the feed pawl or the feed pawl spring and the feed wheel ratchet. If this clearance does not exist, refine the feed lever upstop adjustment.

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CONTACT LEVER SPRING TENSION ADJUSTMENT (Figure 23)

Change these requirements to read 3 to 4 ozs. instead of 3 to 3-3/4 ozs. for units operating with regular tape and 6 to 7 ozs. instead of 6 to 6-1/2 ozs. for units operating with chadless tape.

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SPEED ADJUSTING WHEEL FRICTION WASHER ADJUSTMENT (Figure 35)

Change the requirement in the second paragraph to read "16 to 24ozs." instead of "16 to 20 ozs."

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