

TELETYPE

PRINTING TELEGRAPH SYSTEMS

BULLETIN 252B

ADJUSTMENTS AND LUBRICATION
MODEL 28
TRANSMITTER DISTRIBUTOR
LAXD



CORPORATION

SUBSIDIARY OF

Western Electric Company

CHICAGO, U.S.A.

TELETYPE

PRINTING TELEGRAPH SYSTEMS

BULLETIN 252B

ADJUSTMENTS AND LUBRICATION
MODEL 28
TRANSMITTER DISTRIBUTOR
LAXD



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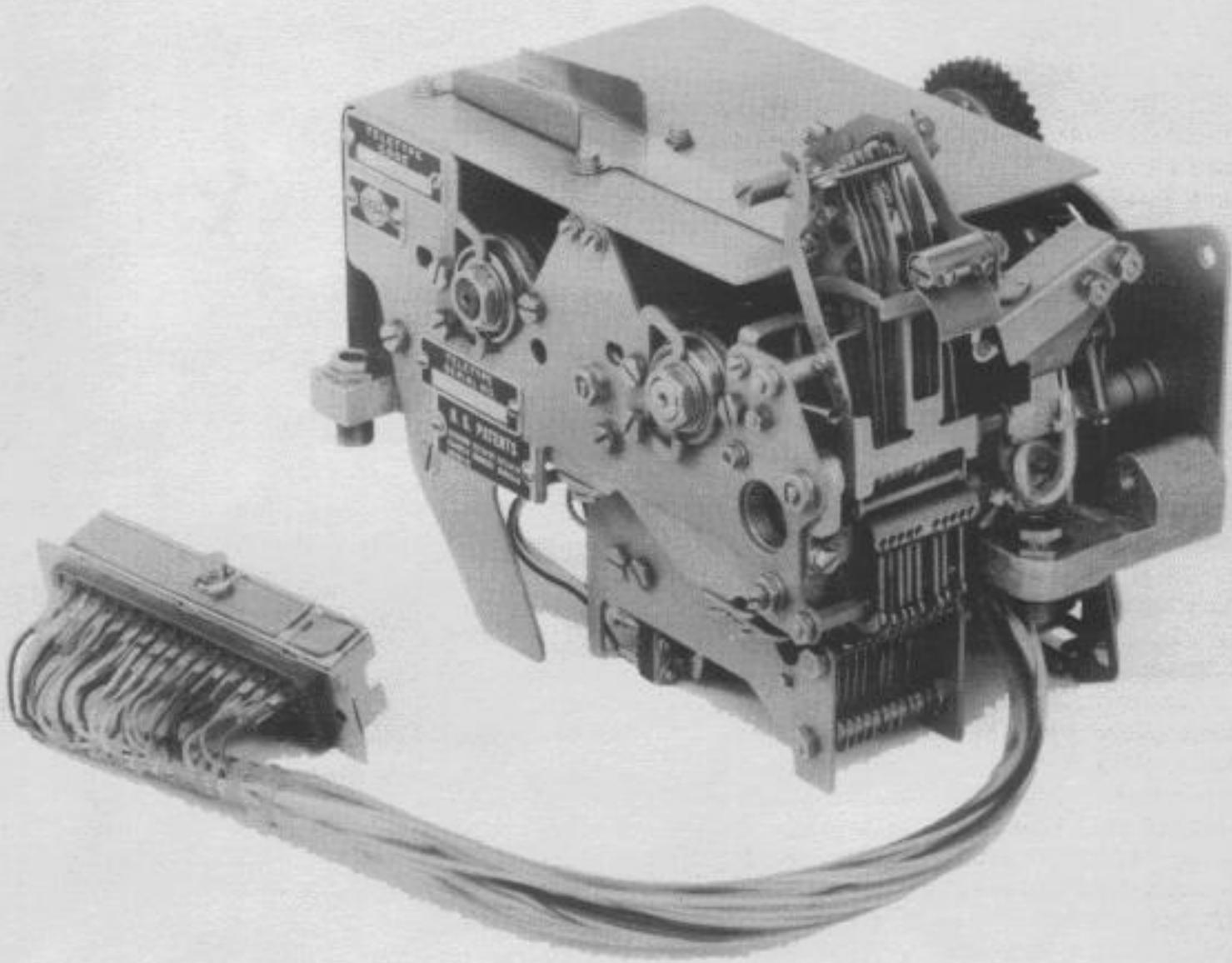
Printed in U.S.A.

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MARCH, 1958

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LAXD - TRANSMITTER DISTRIBUTOR
(Pivoted head, multi-contact)

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SECTION 1
ADJUSTMENTS

1. GENERAL

a. The adjustments of the Pivoted Transmitter Distributor are arranged in a sequence that should be followed if a complete readjustment of the unit were undertaken.

b. After an adjustment has been completed, be sure to tighten any nuts or screws that may have been loosened.

c. Tools and spring scales required to perform the adjustments are listed below, but are not supplied as a part of the equipment.

Part No.	Description
110443	Spring Scale (8 oz)
110444	Spring Scale (32 oz)
110445	Spring Scale (64 oz)
159133	Sensing Head Spacing Gauge

d. The adjusting illustrations, in addition to indicating the adjusting tolerances, positions of moving parts and spring tensions, also show the angle at which the scale should be applied when measuring spring tensions.

e. From time to time the requirements and procedures for the various adjustments may change. For this reason, the text of the adjustment in the latest issue should be read through before proceeding to make any readjustment.

f. If a part that is mounted on shims is removed, the number of shims used at each of its mounting screws should be noted so that the same shim pile-up may be replaced when the part is remounted.

g. If parts or assemblies are removed to facilitate readjustment and subsequently replaced, recheck any adjustment that may have been

affected by the removal of these parts or assemblies.

h. The spring tensions given in this bulletin are indications (not exact values) and should be checked with proper spring scales in the position indicated. Springs which do not meet the requirement and for which no adjusting procedure is given should be replaced by a new spring.

NOTE

When rotating either the sensing or distributor shaft by hand, the clutch does not fully DISENGAGE upon reaching its stop position. In order to relieve the drag on the clutch and permit the main shaft to rotate freely, apply pressure on a lug of the clutch disk with a screwdriver to cause it to engage its latch lever and thus DISENGAGE the internal expansion clutch shoes from dragging on the clutch drum.

i. References made to left or right denote the attendant's left or right as he faces the front of the unit.

j. When the requirement calls for the clutch to be DISENGAGED, the clutch shoe lever must be fully latched between its trip lever and latch lever so that the clutch shoes release their tension on the clutch drum. When ENGAGED, the clutch shoe lever is unlatched and the clutch shoes are wedged firmly against the clutch drum.

k. The covers may be removed for inspection and minor repair of the unit; however, when more extensive maintenance is to be undertaken, it is recommended that the unit be removed from its sub-base to disconnect the power and to permit the unit to be inverted.

NOTE: REQUIREMENTS A AND B ARE ADJUSTED AT THE FACTORY AND SHOULD NOT BE DISTURBED UNLESS ASSOCIATED MECHANISMS HAVE BEEN REMOVED FOR SERVICING OR THERE IS REASON TO BELIEVE THAT THE REQUIREMENTS ARE NOT MET. THE FOLLOWING REQUIREMENTS APPLY TO BOTH THE SENSING CLUTCH AND DISTRIBUTOR CLUTCH.

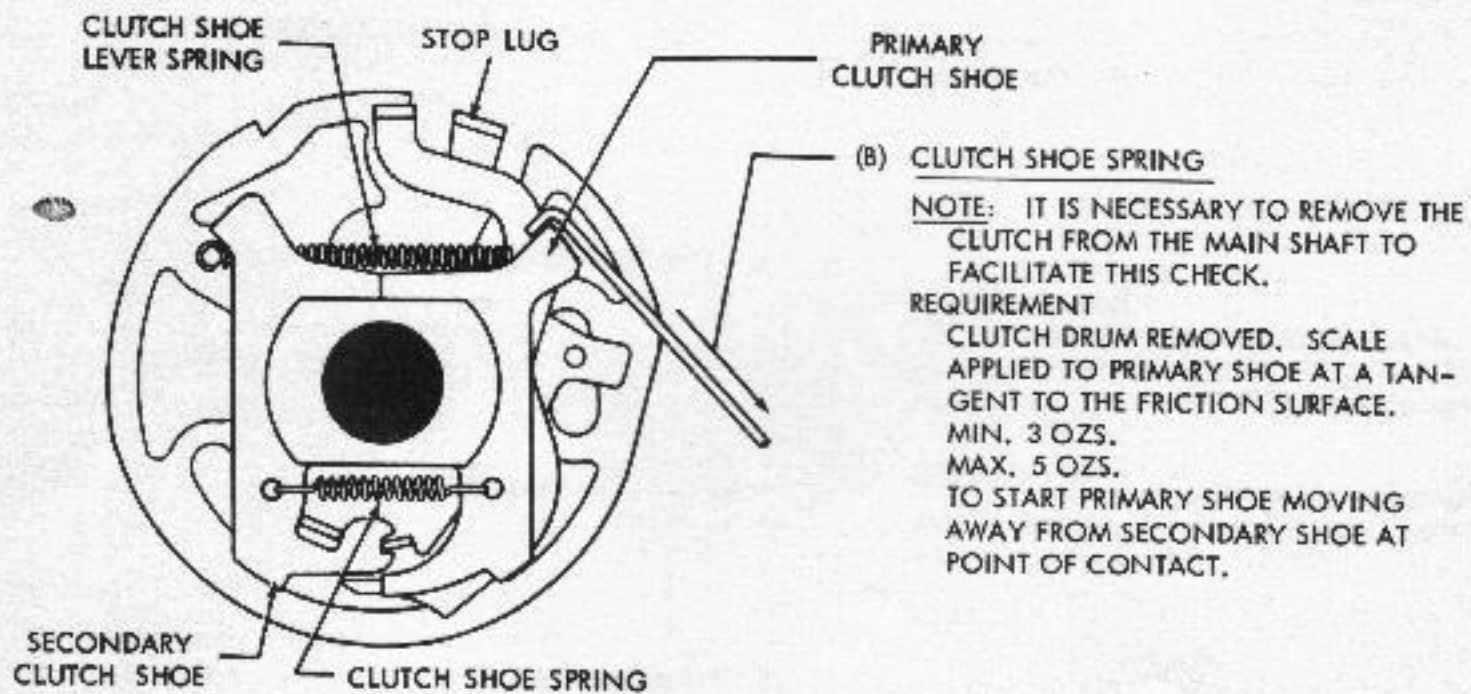
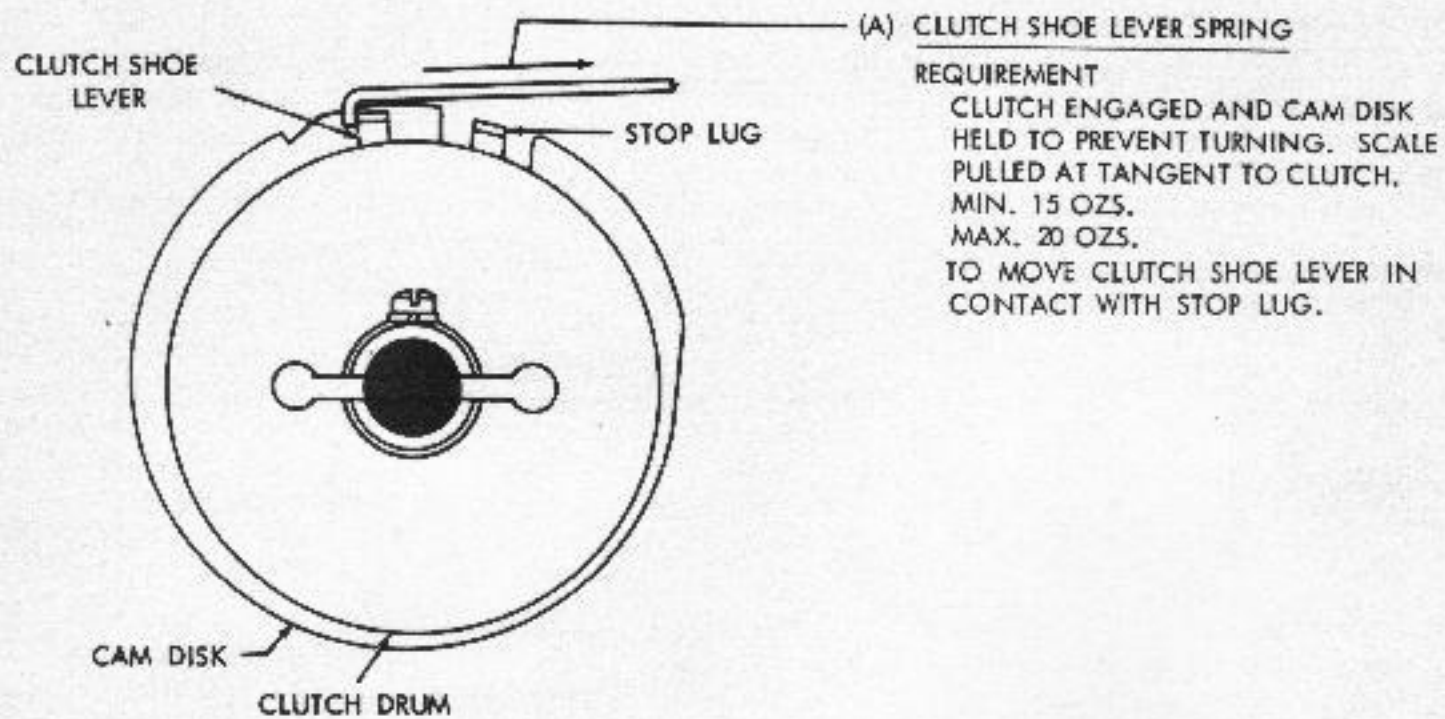


FIGURE 1-1 CLUTCH MECHANISM

NOTE: THE FOLLOWING REQUIREMENTS APPLY TO BOTH THE DISTRIBUTOR AND SENSING CAM SLEEVES. THESE MECHANISMS SHOULD NOT BE DISTURBED UNLESS THERE IS REASON TO BELIEVE THE REQUIREMENTS ARE NOT MET.

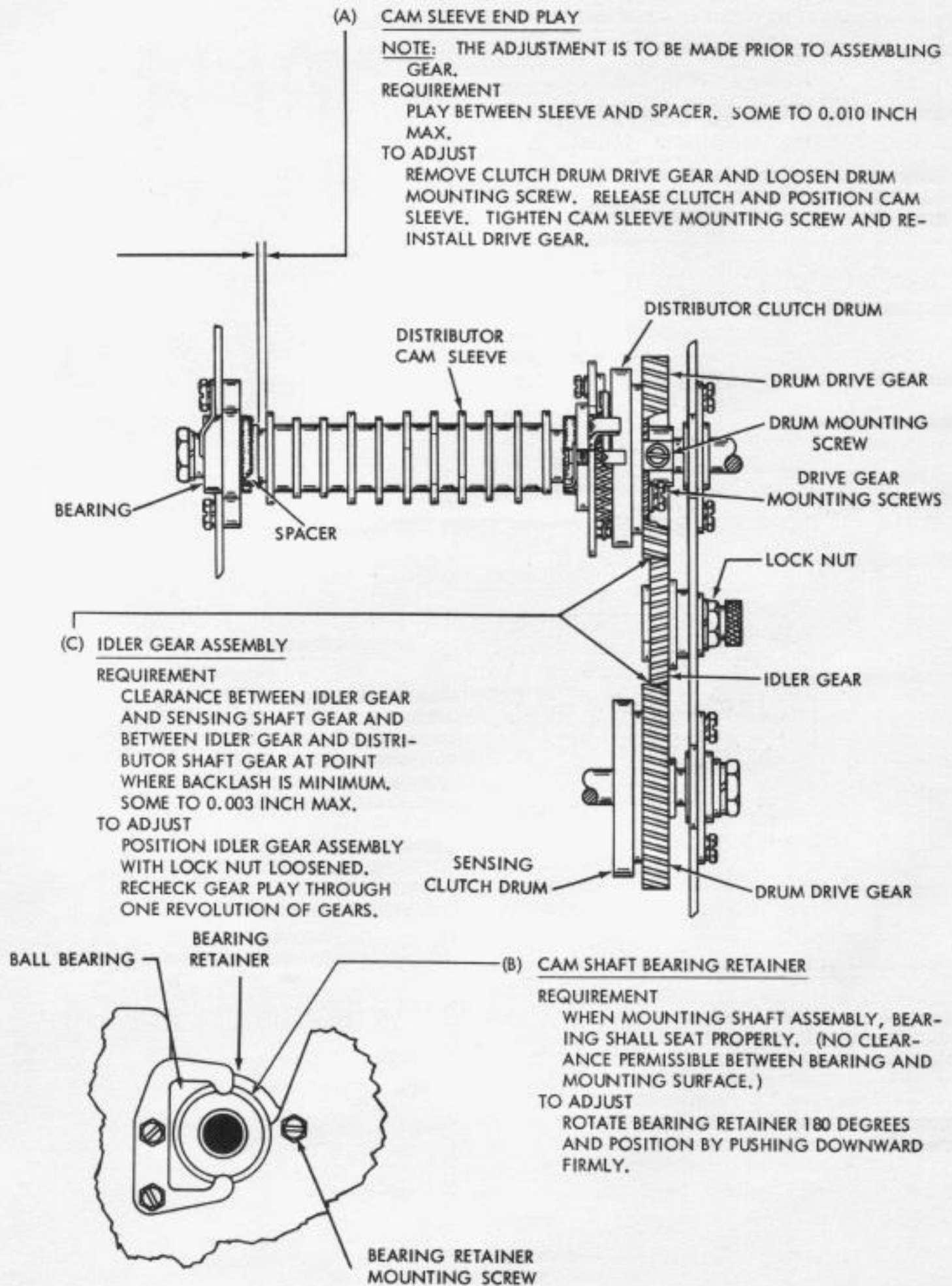


FIGURE 1-2 CAM SHAFTS

NOTE: REQUIREMENTS APPLY TO BOTH CLUTCH TRIP MECHANISMS.

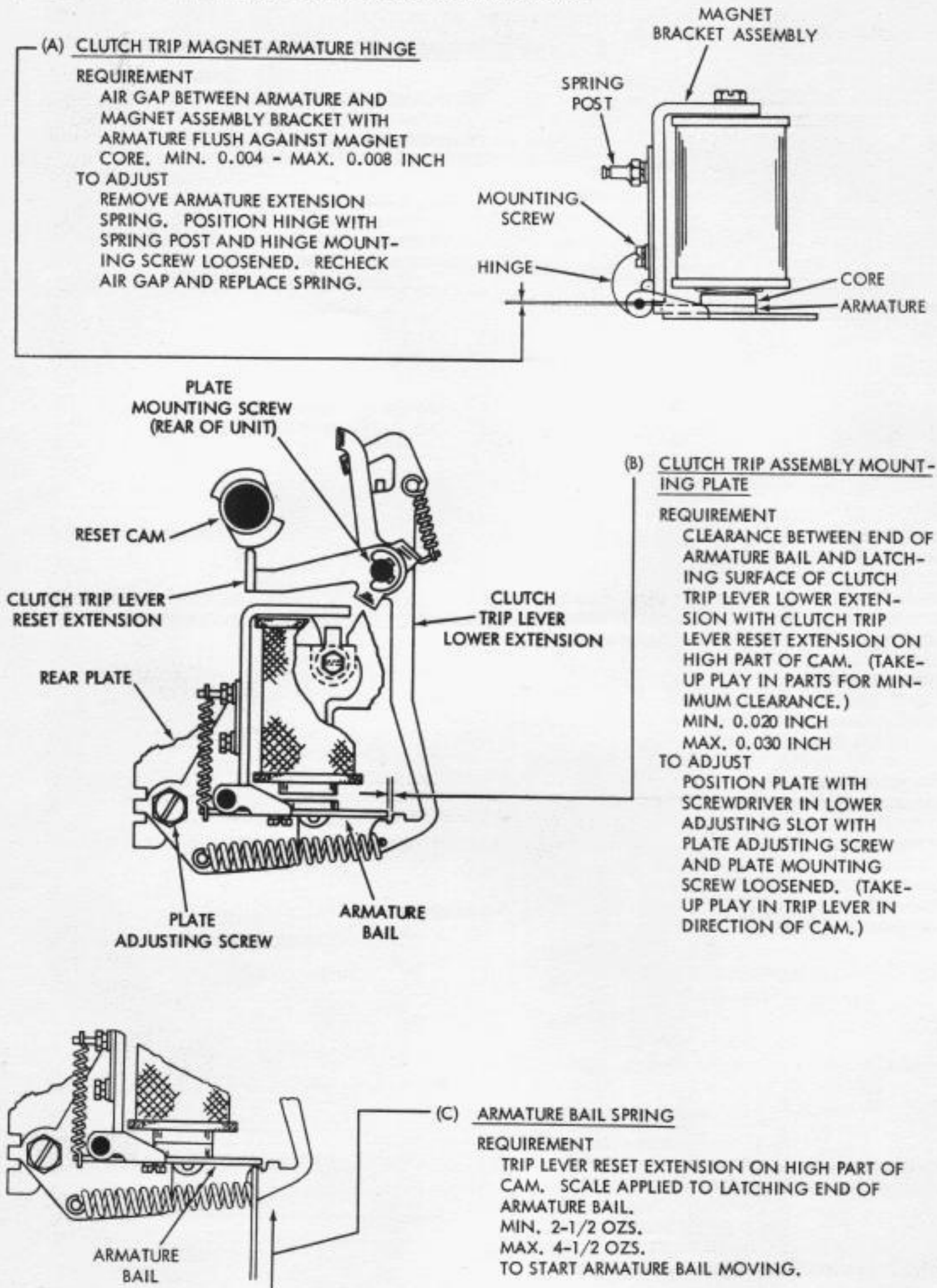
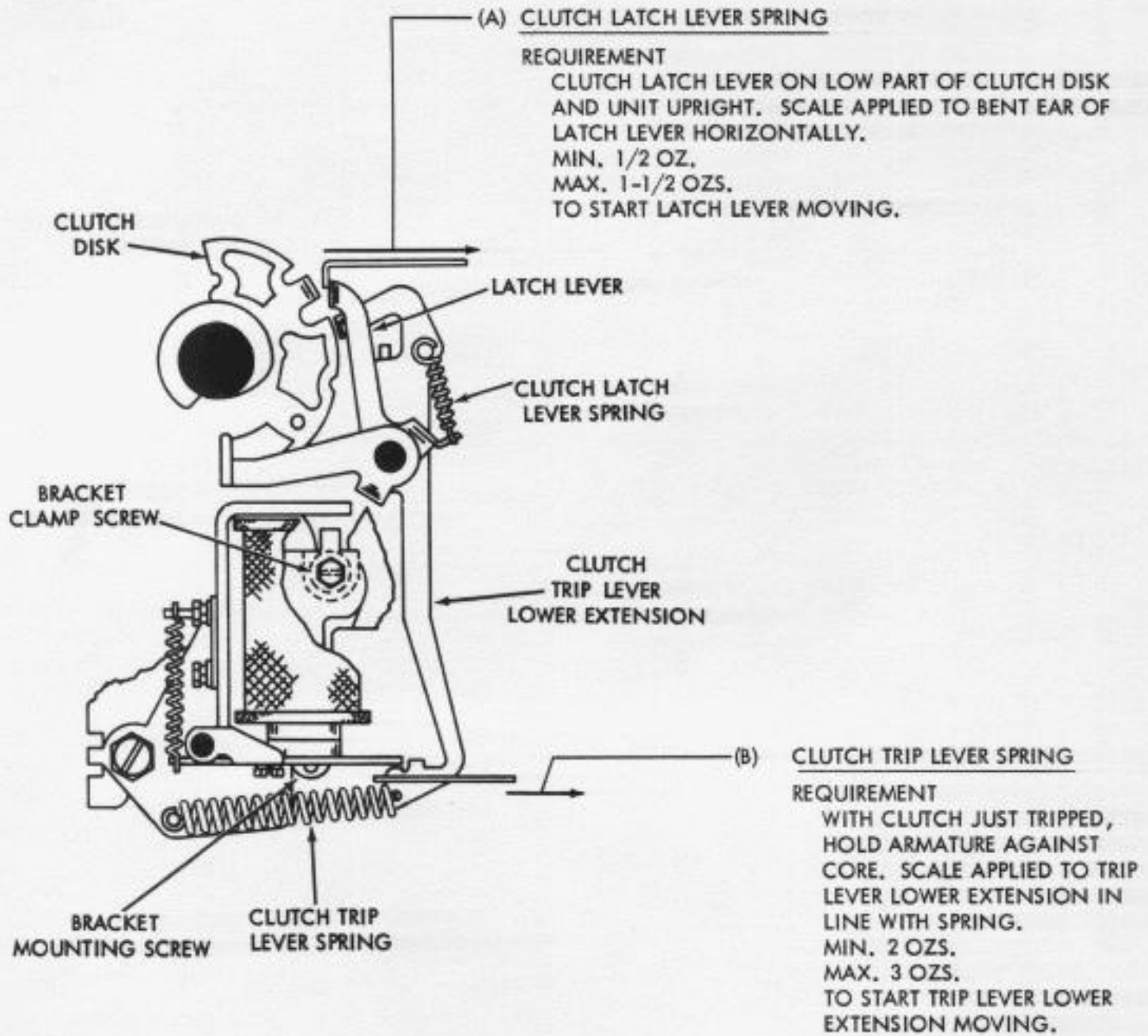


FIGURE 1-3 CLUTCH TRIP MECHANISM

NOTE: REFER TO REQUIREMENTS IN PRECEDING PAGE.



(C) MAGNET BRACKET

REQUIREMENT

CLEARANCE BETWEEN ARMATURE BAIL AND TOP EDGE OF TRIP LEVER LOWER EXTENSION WITH CLUTCH TRIP LEVER RESET EXTENSION ON HIGH PART OF CAM AND ARMATURE FLUSH AGAINST CORE. (TAKE-UP PLAY FOR MINIMUM CLEARANCE.)

MIN. 0.030 INCH
 MAX. 0.040 INCH

TO ADJUST

INSERT SCREWDRIVER IN UPPER SLOT AND PIVOT BRACKET; WITH BRACKET MOUNTING SCREW AND CLAMP SCREW LOOSENED.

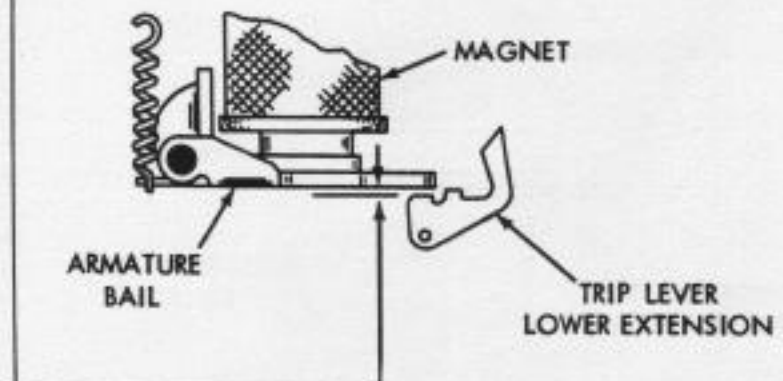


FIGURE 1-4 CLUTCH TRIP MECHANISM

NOTE: REQUIREMENTS A AND B APPLY TO BOTH CLUTCHES.

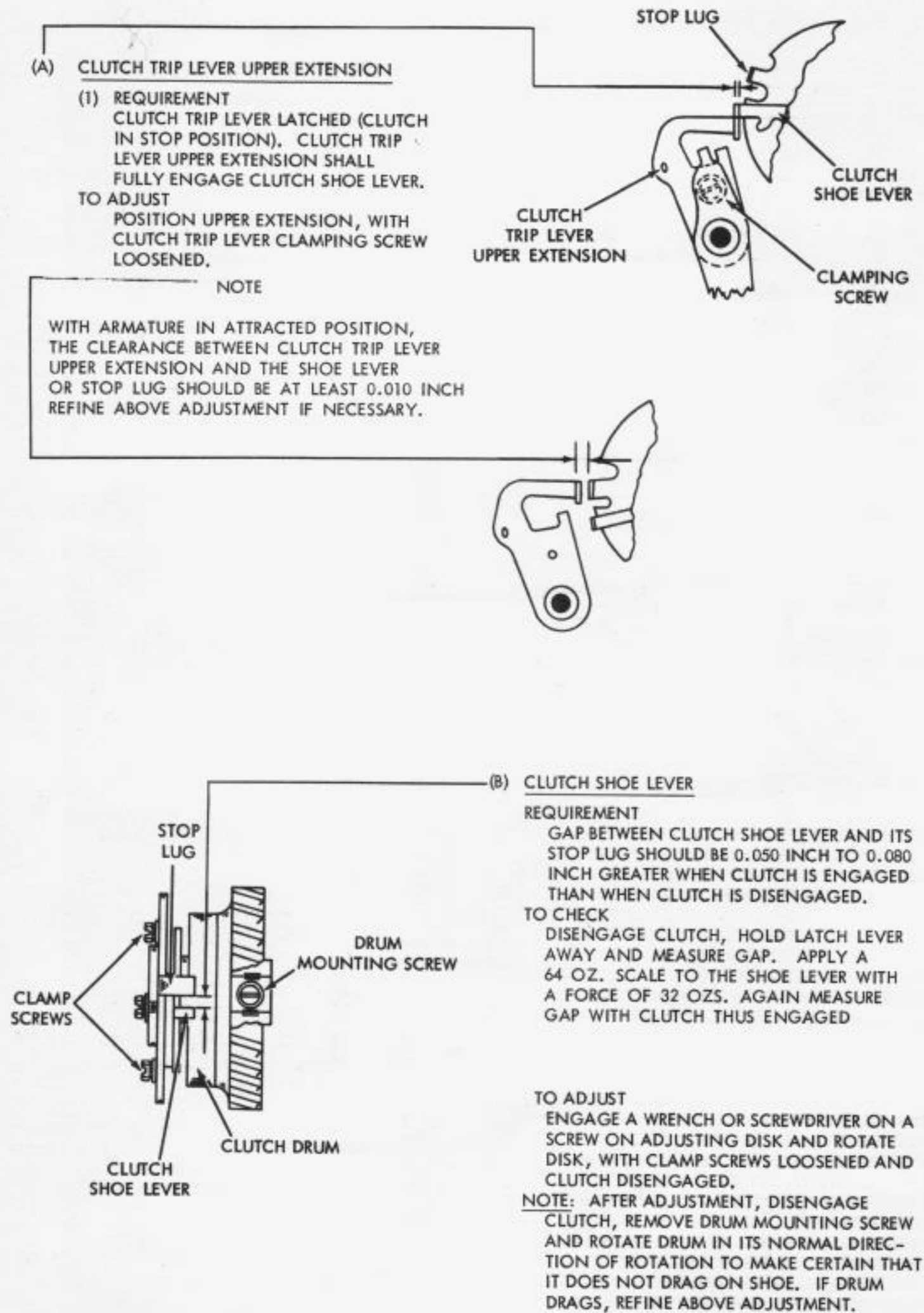


FIGURE 1-5 CLUTCH MECHANISM

NOTE: REMOVE OIL RESERVOIR AND DISTRIBUTOR BLOCK ASSEMBLY FOR REQUIREMENTS A, B AND C.

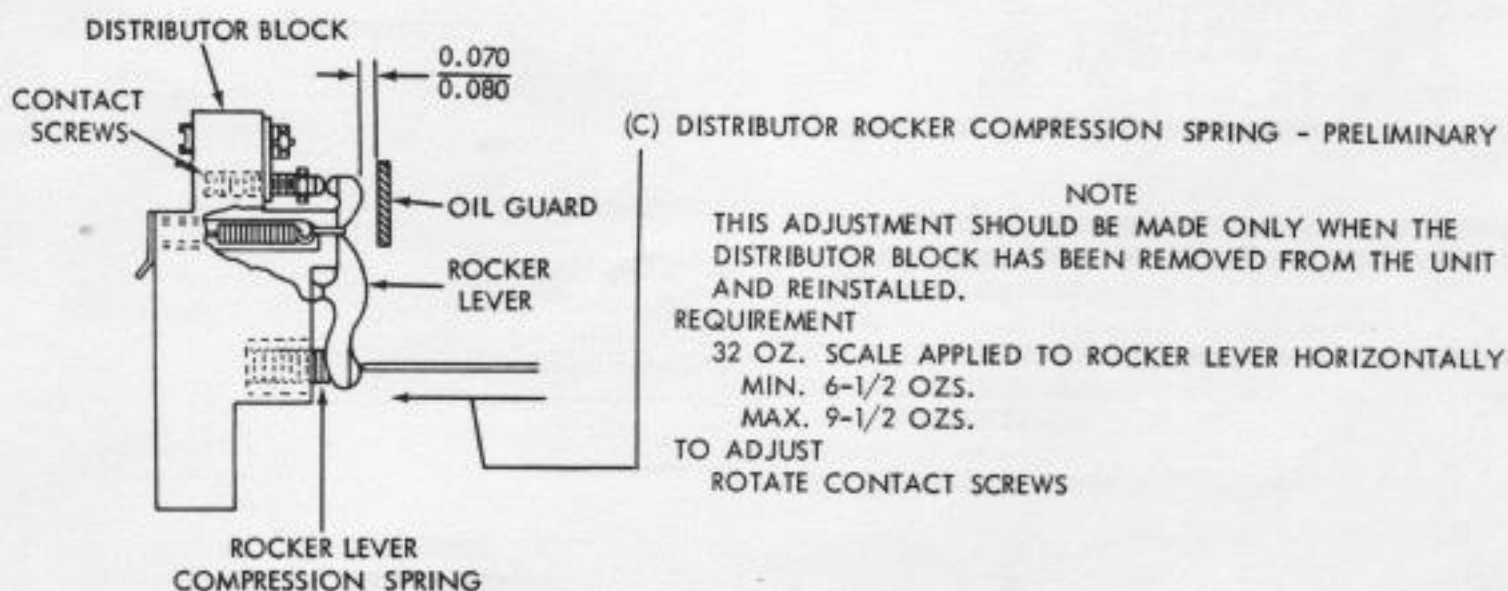
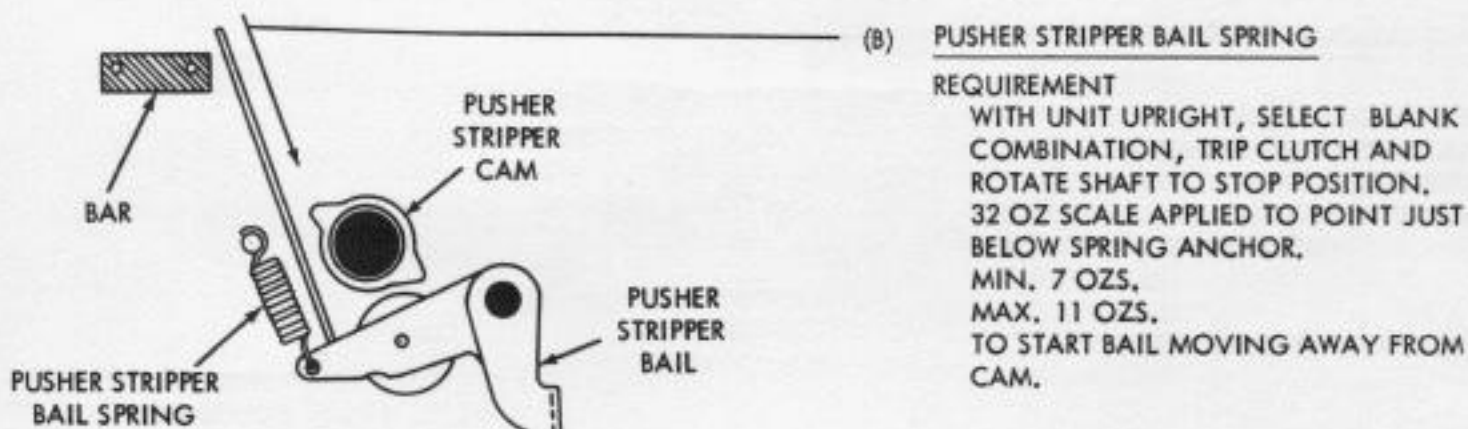
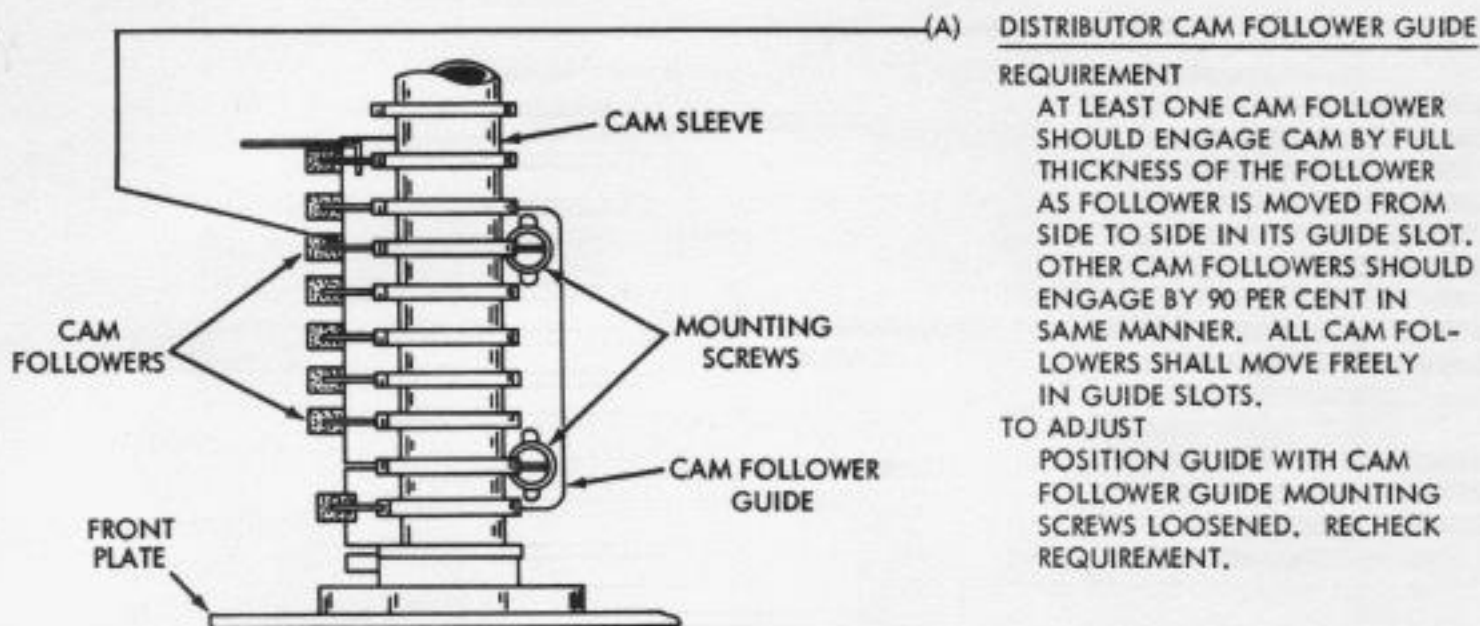


FIGURE 1-6 DISTRIBUTOR CONTACT MECHANISM

NOTE: REINSTALL OIL RESERVOIR

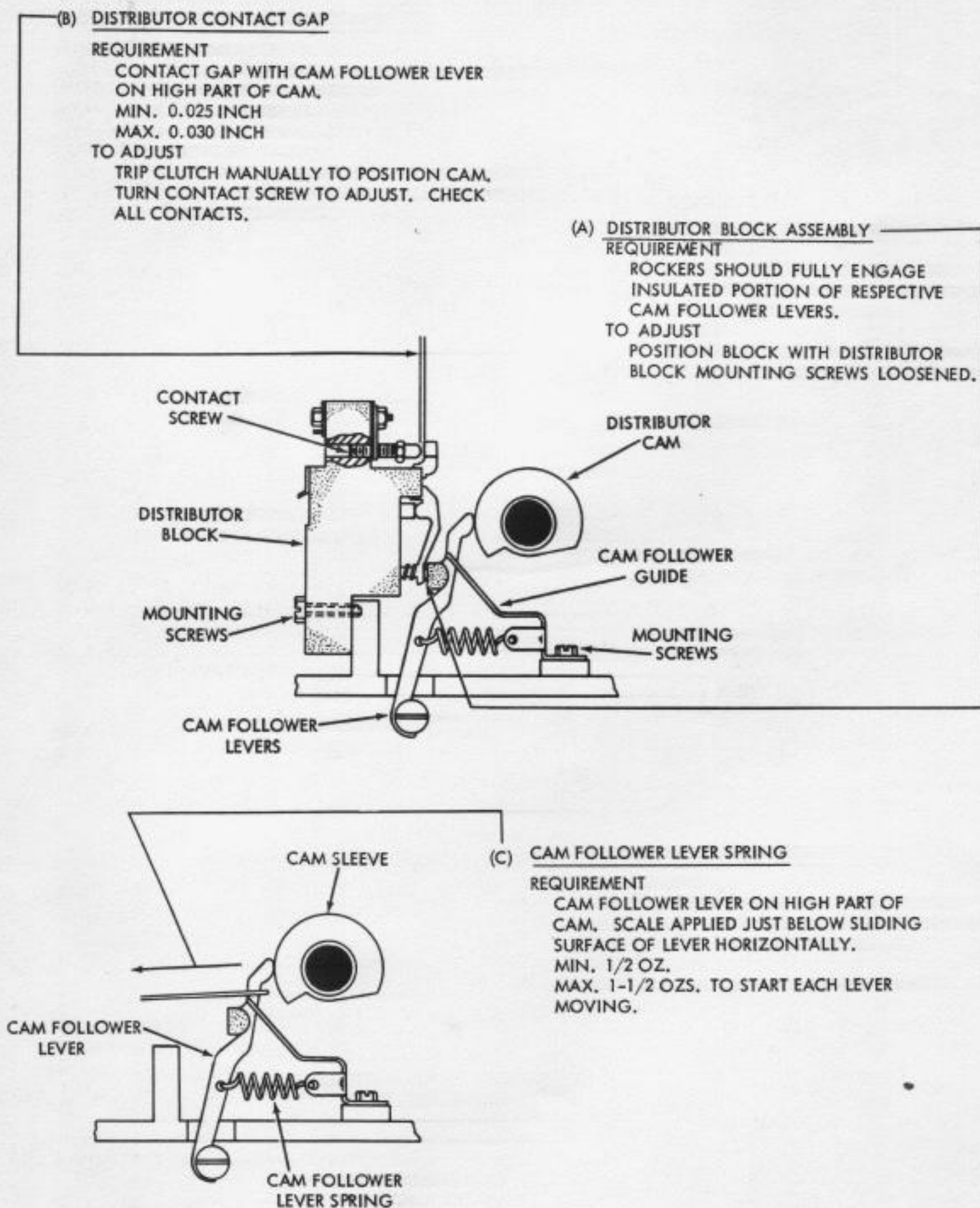


FIGURE 1-7 DISTRIBUTOR CONTACT MECHANISM

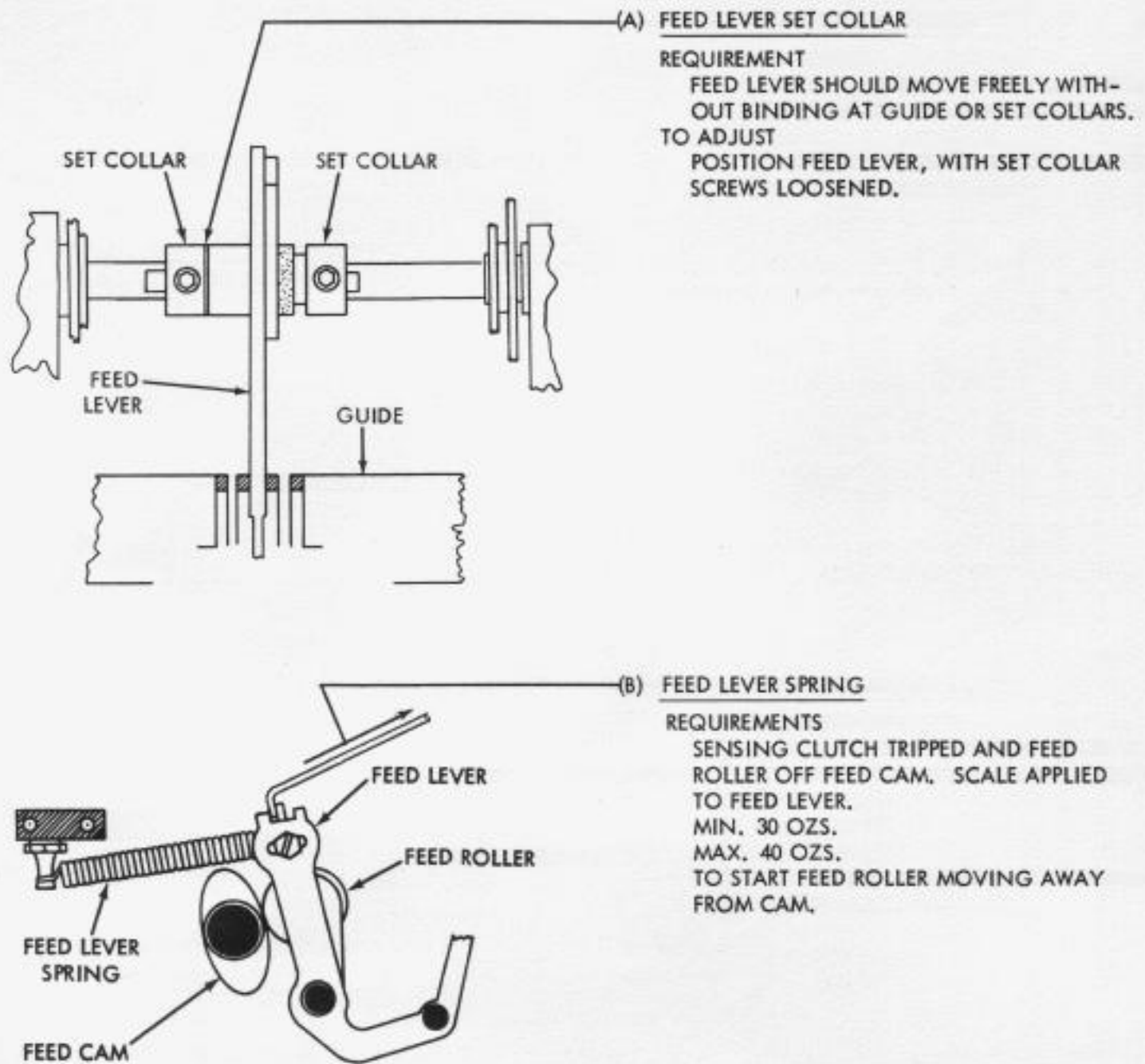


FIGURE 1-8 FEED LEVER

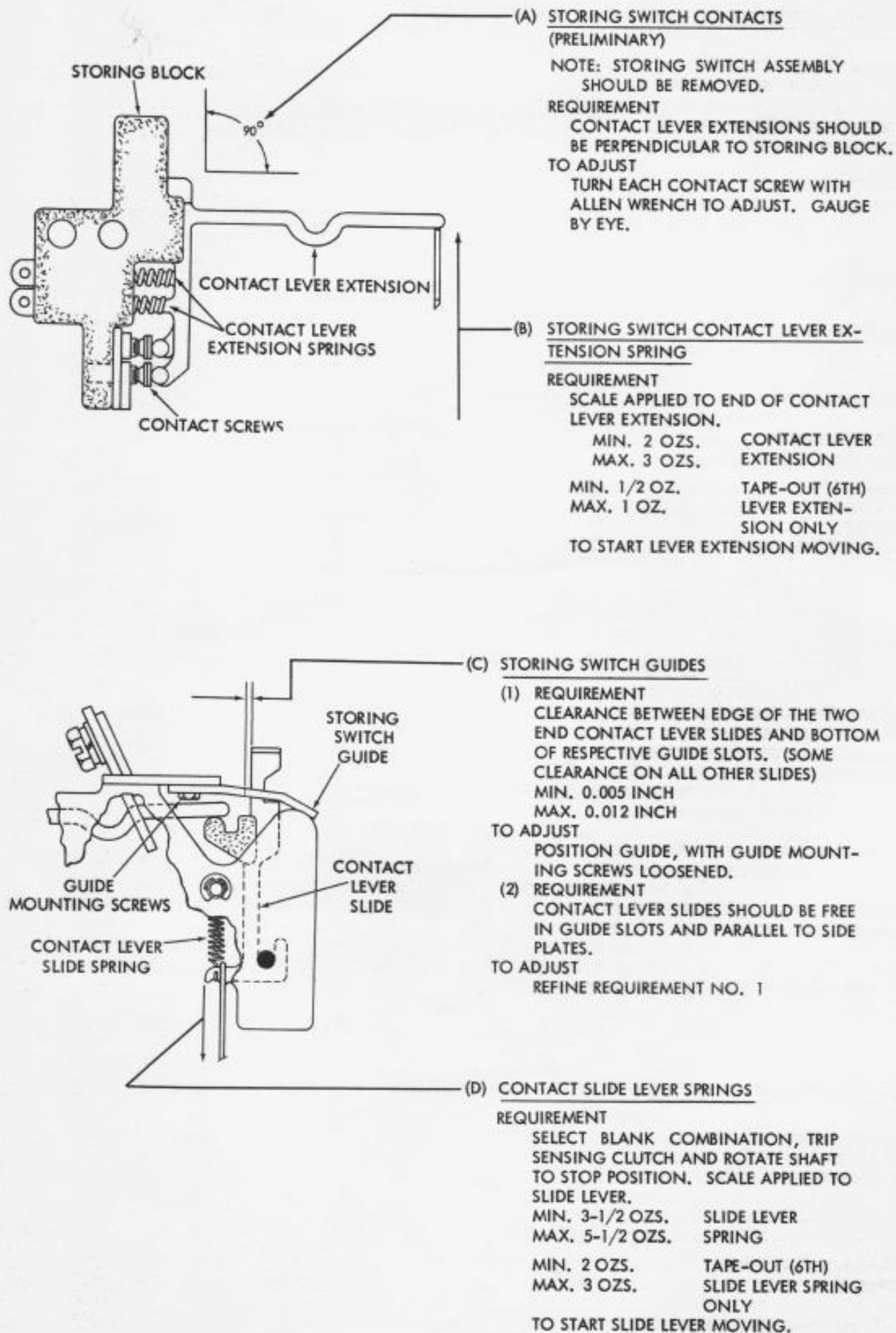
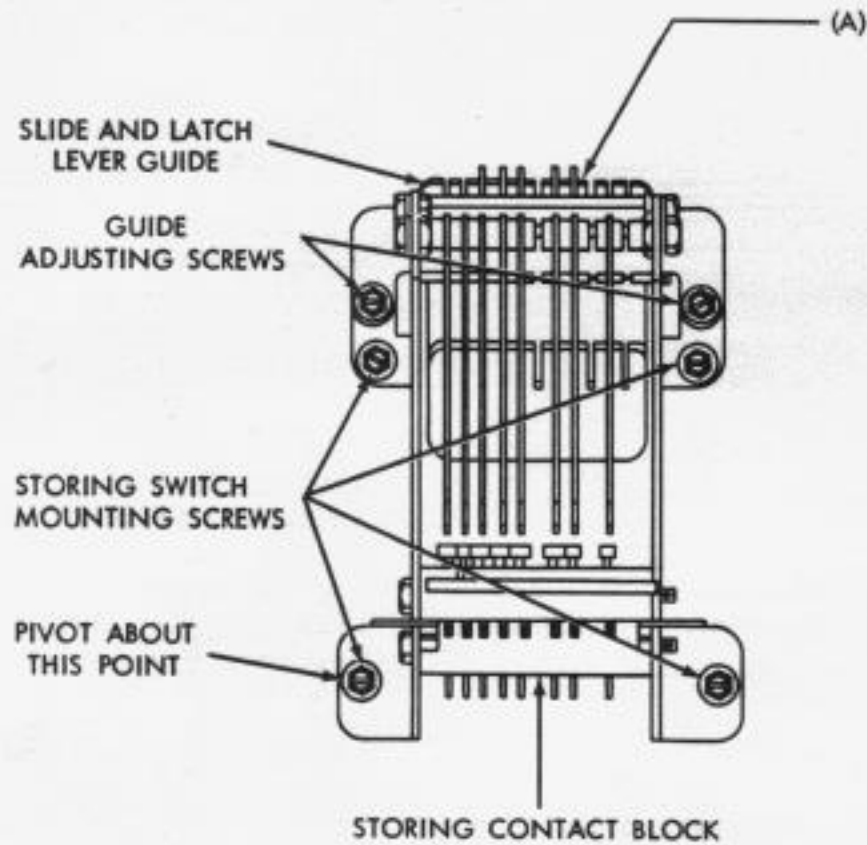


FIGURE 1-9 STORING SWITCH MECHANISM

NOTE: REINSTALL STORING SWITCH ASSEMBLY.



(A) STORING SWITCH ASSEMBLY

REQUIREMENT

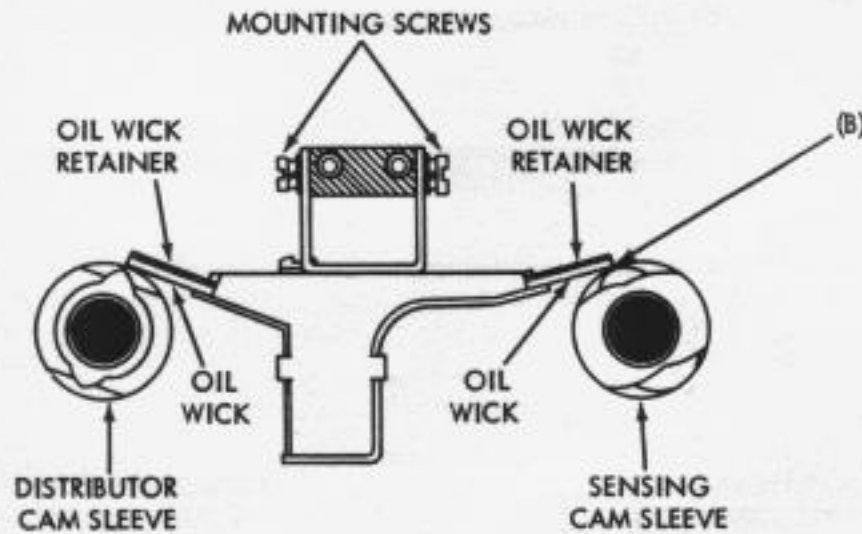
STORING SWITCH ASSEMBLY SHOULD ALIGN WITH LATCH LEVERS SO THAT LATCH LEVERS AND SLIDES FUNCTION WITHOUT BINDING.

TO CHECK

MANUALLY PUSH LATCH BAIL FOLLOWER AWAY FROM CAM UNTIL LATCHES ARE FREE FROM GUIDE. RELEASE LATCH BAIL FOLLOWER AND NOTE IF LATCHES FALL INTO THEIR RESPECTIVE SLOTS.

TO ADJUST

PIVOT STORING SWITCH WITH STORING SWITCH MOUNTING SCREWS LOOSENED. RECHECK REQUIREMENT.



(B) OIL RESERVOIR ASSEMBLY

REQUIREMENT

OIL WICKS SHALL REST LIGHTLY ON CAM SLEEVES AND BE PARALLEL TO CAM SLEEVE. DEFLECTION OF WICK SHOULD NOT EXCEED 1/64 INCH.

TO ADJUST

POSITION OIL RESERVOIR ASSEMBLY, WITH FOUR RESERVOIR BRACKET MOUNTING SCREWS LOOSENED. GAUGE DEFLECTION VISUALLY. MAKE ADJUSTMENT ON INDIVIDUAL CAMS BY BENDING TEETH ON OIL WICK RETAINERS.

FIGURE 1-10 STORING SWITCH MECHANISM

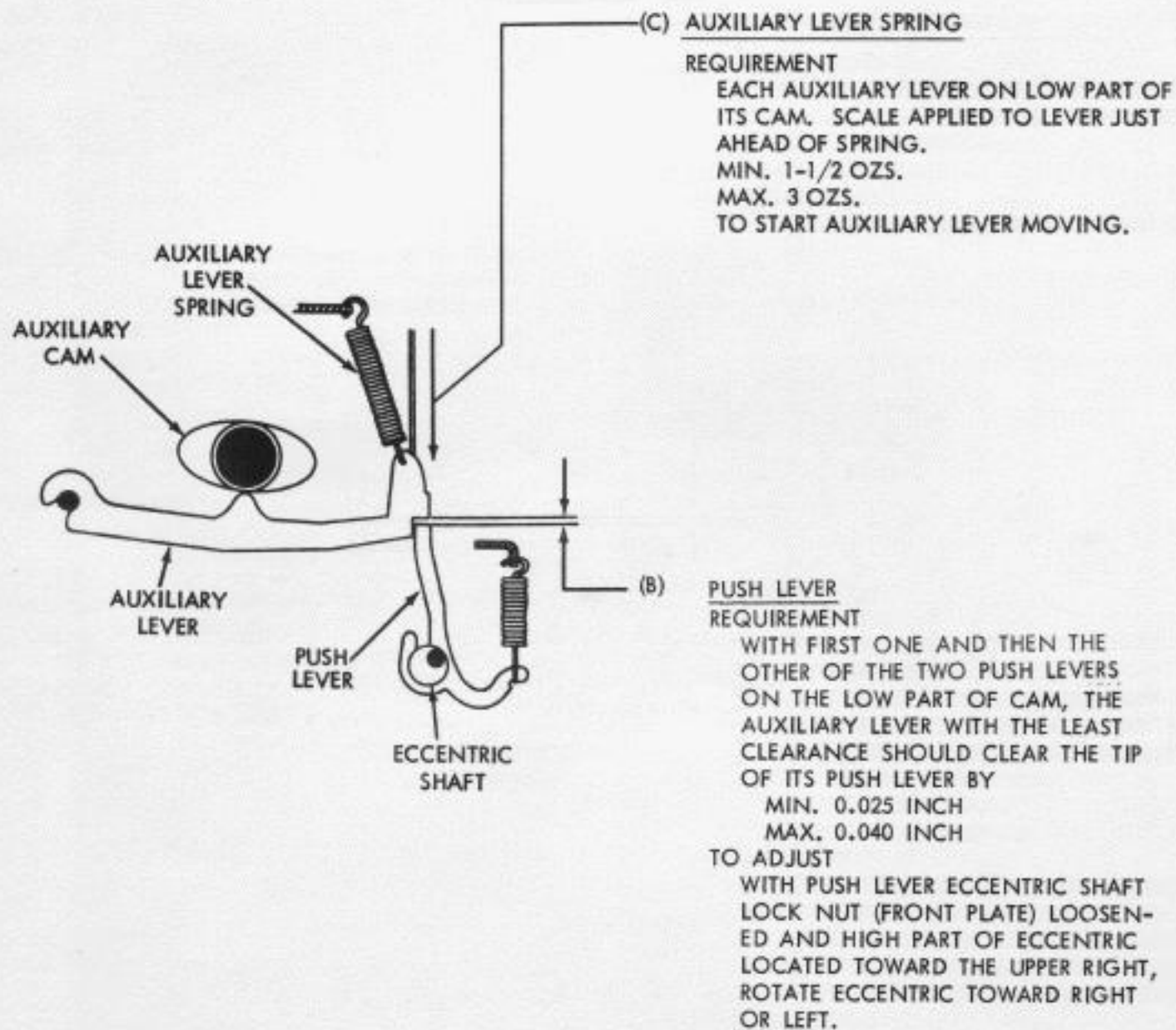
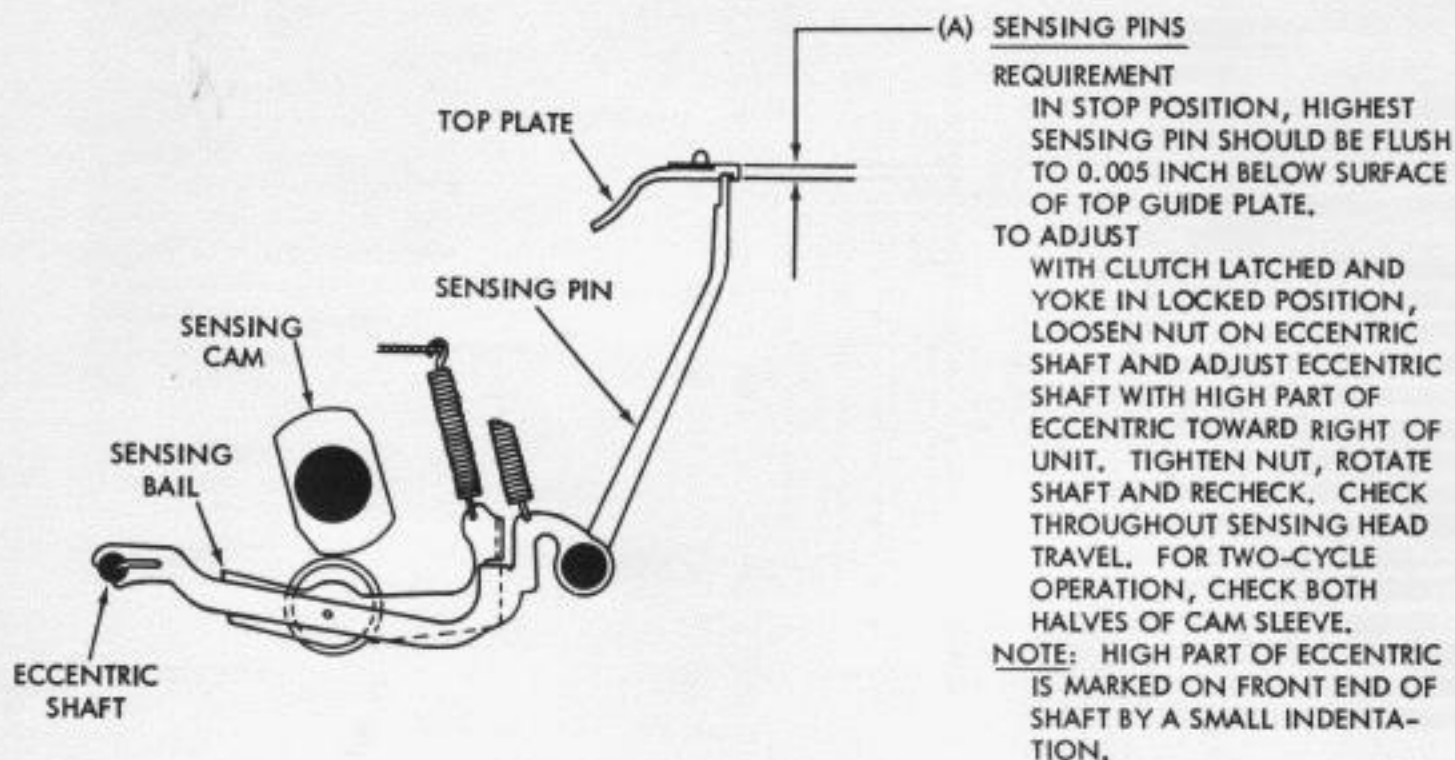


FIGURE 1-11 SENSING MECHANISM

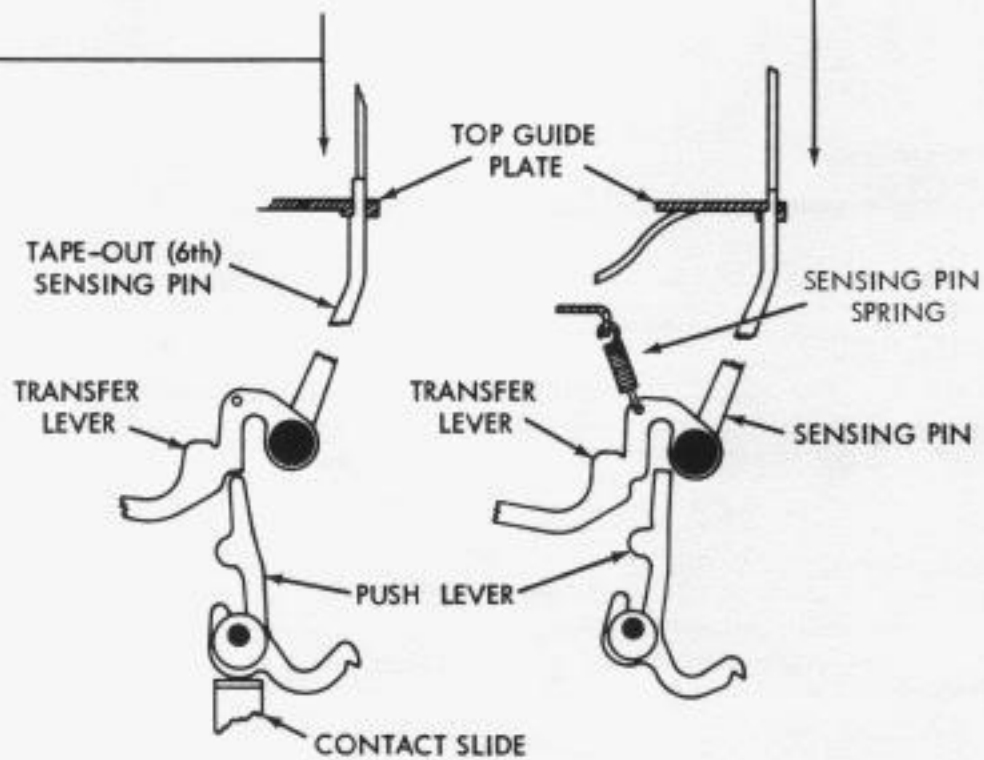
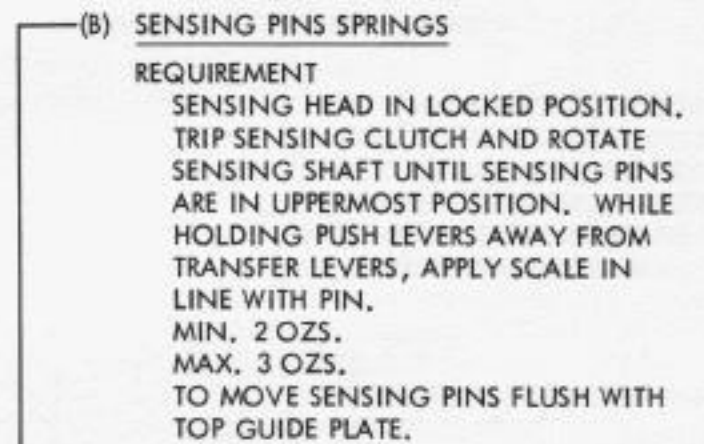
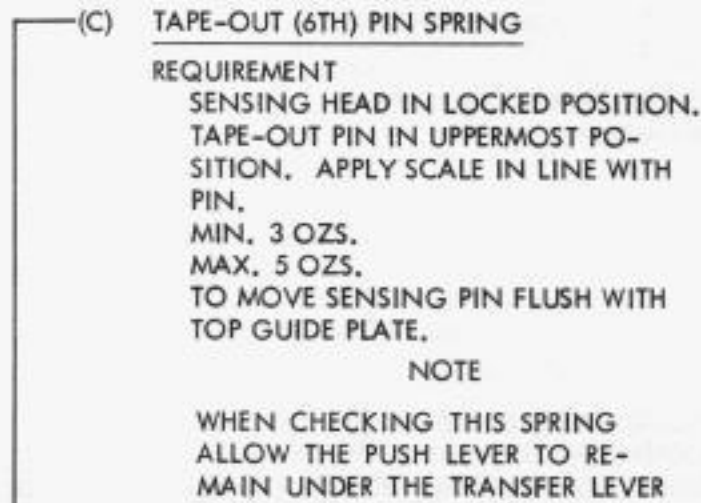
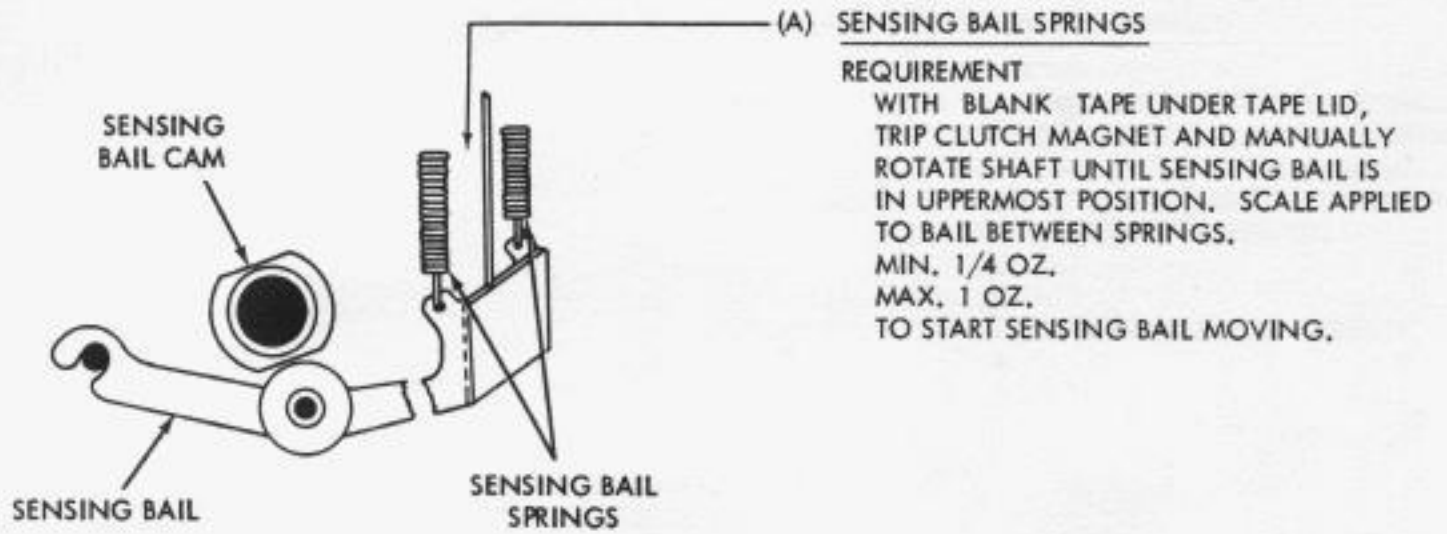


FIGURE 1-12 SENSING MECHANISM SPRINGS

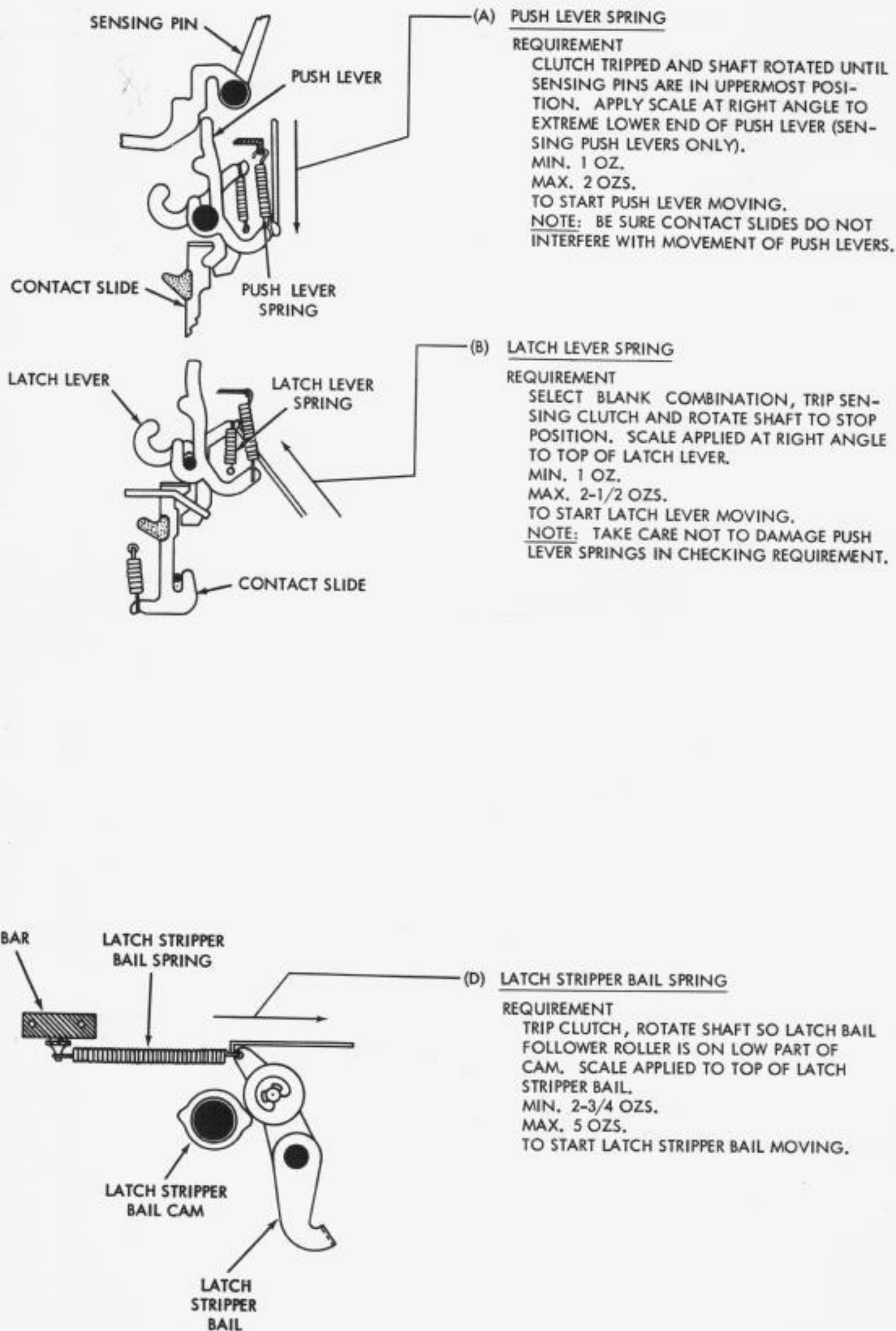


FIGURE 1-13 SENSING MECHANISM SPRINGS

(A) CONTACT SLIDE LEVER

REQUIREMENT

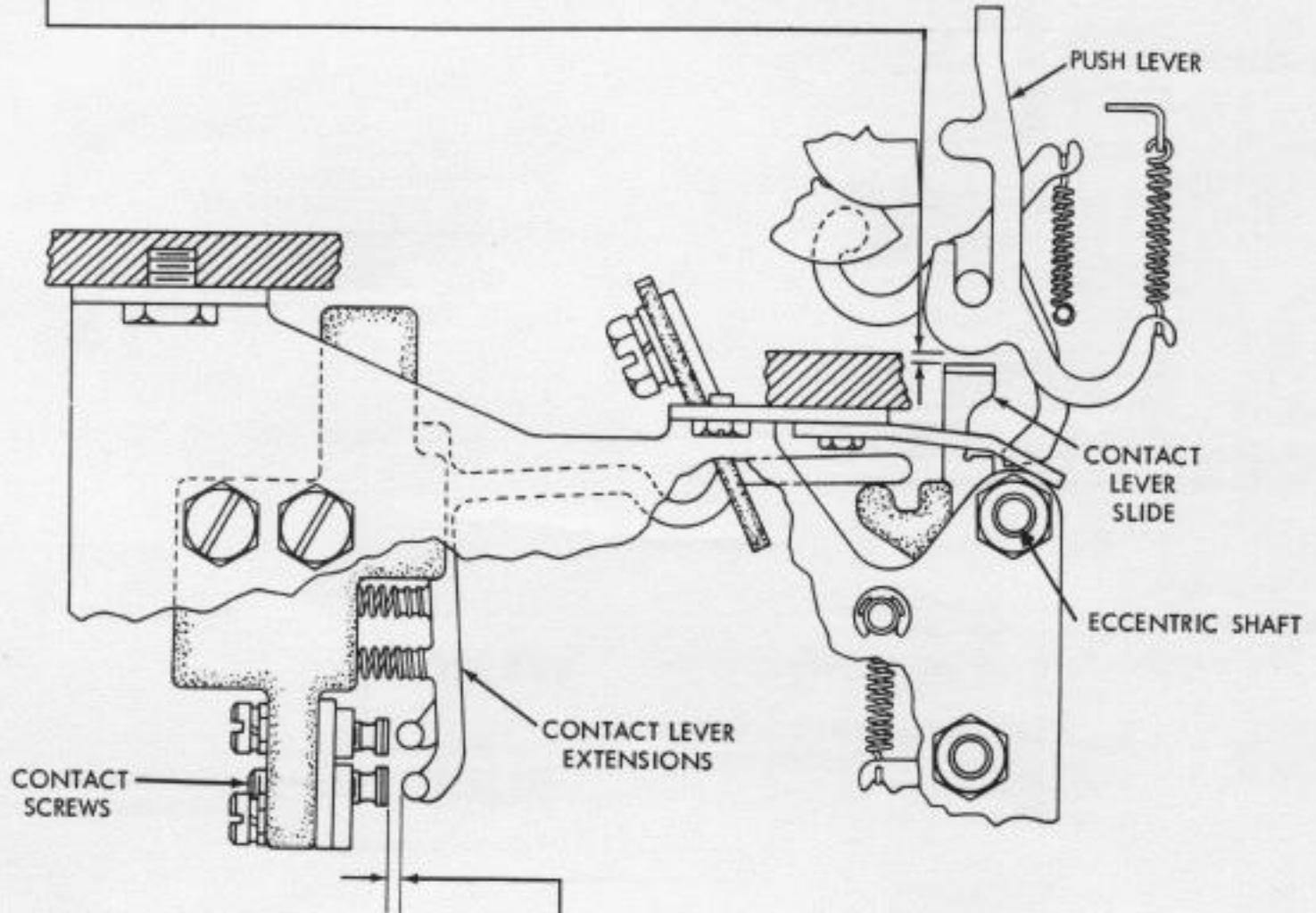
CLEARANCE BETWEEN CLOSEST PUSH LEVER AND CONTACT LEVER SLIDE WITH SENSING PINS IN UPPERMOST POSITION, PUSH LEVERS SELECTED AND LATCH LEVERS STRIPPED.

MIN. 0.005 INCH

MAX. 0.012 INCH

TO ADJUST

SENSING SHAFT CLUTCH TRIPPED AND SHAFT ROTATED UNTIL SENSING PINS ARE IN UPPERMOST POSITION. TRIP LATCH LEVERS MANUALLY. POSITION ECCENTRIC SHAFT TOWARD THE RIGHT WITH LOCKING NUTS LOOSENED.

(B) STORING SWITCH CONTACT

(1) REQUIREMENT

NOTE

TO GAUGE TAPE-OUT (6th) PIN ROTATE SHAFT UNTIL SENSING PINS ARE IN UPPERMOST POSITION
 BLANK COMBINATION SELECTED, CLUTCH TRIPPED AND SHAFT ROTATED ONE RESOLUTION TO STOP POSITION. GAP BETWEEN EACH CONTACT LEVER EXTENSION AND ITS CONTACT SCREW.

MIN. 0.015 INCH

MAX. 0.020 INCH

TO ADJUST

ROTATE INDIVIDUAL CONTACT SCREW

(2) REQUIREMENT

CLEARANCE BETWEEN CONTACT SLIDE AND CONTACT LEVER EXTENSION (CODE READING CONTACTS ONLY)

MIN. 0.010 INCH

TO ADJUST

REFINE REQUIREMENT (1).

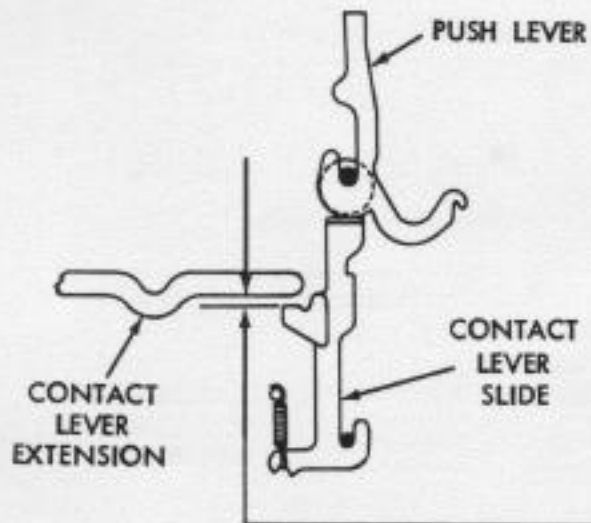
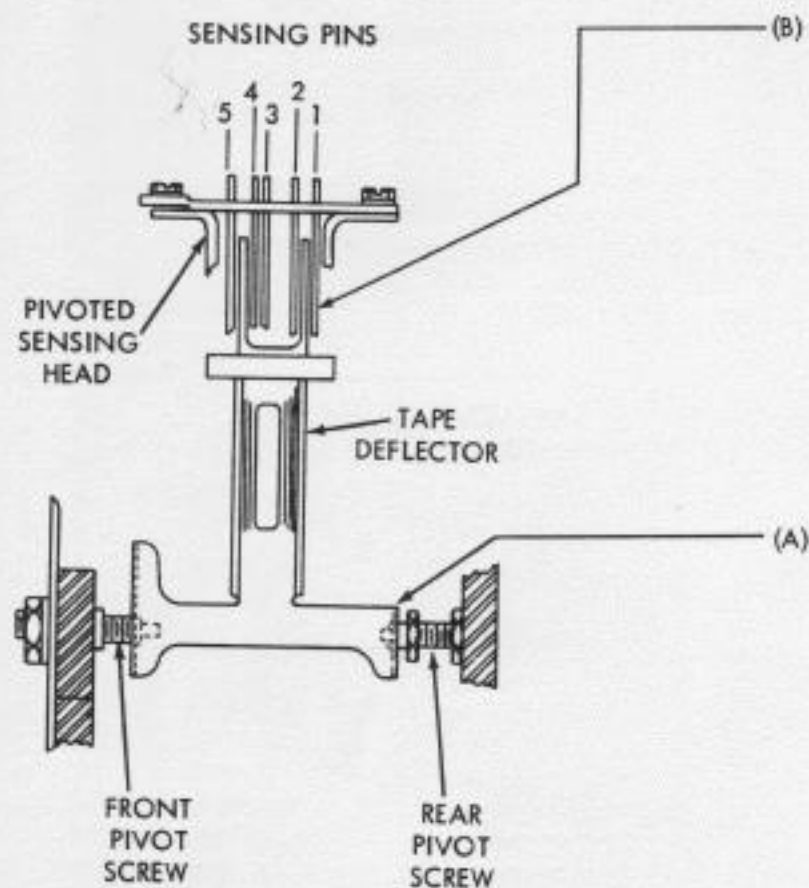


FIGURE 1-14 DISTRIBUTOR MECHANISM

(B) TAPE DEFLECTOR

REQUIREMENT

SENSING PINS 1-2 AND 4-5 SHALL PASS FREELY VERTICAL EARS ON TAPE DEFLECTOR WITH PIVOTED SENSING HEAD IN LOCKED POSITION.

TO ADJUST

POSITION TAPE DEFLECTOR WITH FRONT PIVOT SCREW.

(A) SENSING HEAD PIVOT SCREWS

(1) REQUIREMENT

SENSING YOKE SHALL BE FREE OF BINDS

TO ADJUST

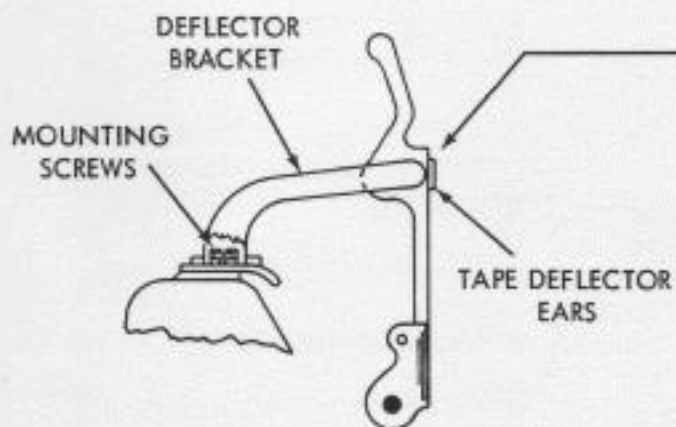
POSITION REAR PIVOT SCREW FOR MINIMUM END PLAY WITHOUT BINDING.

(2) REQUIREMENT

SENSING PINS SHALL MOVE FREELY IN TOP PLATE

TO ADJUST

REFINE REQUIREMENT NO. 1 ADJUSTMENT.

(C) TAPE DEFLECTOR BRACKET

REQUIREMENT

ARMS OF DEFLECTOR BRACKET SHALL CONTACT EARS ON TAPE DEFLECTOR SIMULTANEOUSLY WITH SENSING YOKE IN FIXED POSITIONS.

TO ADJUST

POSITION DEFLECTOR BRACKET WITH MOUNTING SCREWS LOOSENED.

FIGURE 1-15 PIVOTED SENSING HEAD

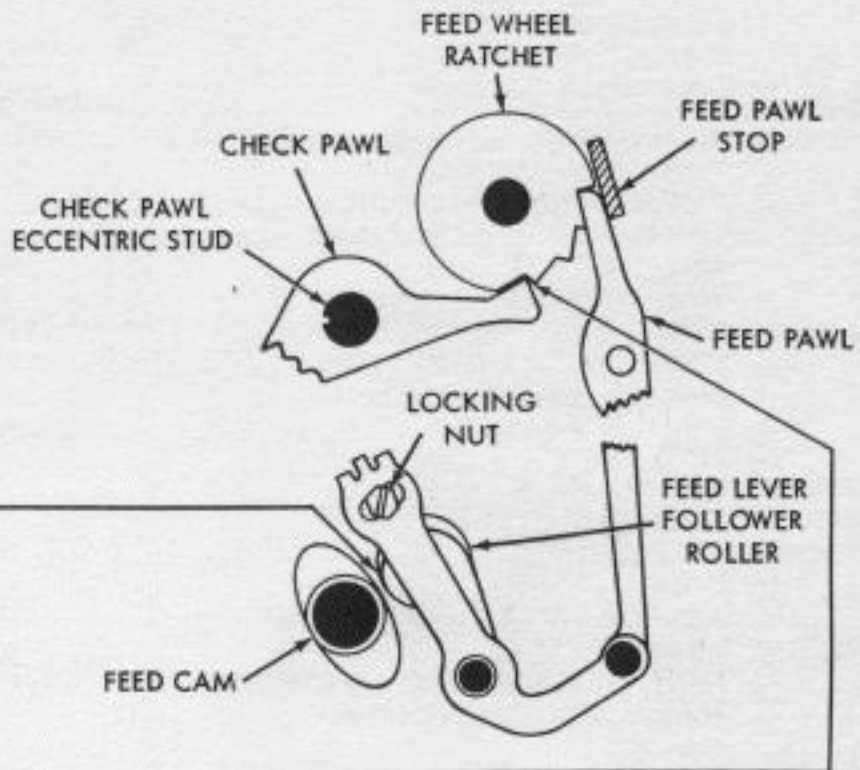
(A) FEED PAWL (PRELIMINARY)REQUIREMENT

FEED LEVER FOLLOWER ROLLER SHALL BE OFF CAM WHEN FEED PAWL RESTS AGAINST ITS UPWARD STOP.

TO ADJUST

TRIP CLUTCH AND ROTATE SHAFT UNTIL FEED PAWL IS IN ITS UPPER POSITION AND BOTTOMED ON ITS STOP. POSITION ROLLER WITH LOCK NUT LOOSENED.

NOTE: FOR 2-CYCLE OPERATION CHECK BOTH SIDES OF FEED CAM.

(B) CHECK PAWL(1) REQUIREMENT

CHECK PAWL SHALL ENGAGE BOTH TEETH ON RATCHET WITH FEED PAWL IN ITS UP POSITION.

TO ADJUST

ROTATE CHECK PAWL ECCENTRIC STUD. NOTE: GROOVE ON ECCENTRIC STUD (HIGH PART OF ECCENTRIC) MUST BE ON LEFT SIDE DURING ADJUSTMENT.

(2) REQUIREMENT

FEED WHEEL SHALL NOT MOVE WITH SENSING CLUTCH IN STOP POSITION (FEED PAWL DOWN FULLY).

NOTE: CHECK REQUIREMENT AROUND ENTIRE PERIPHERY OF RATCHET.

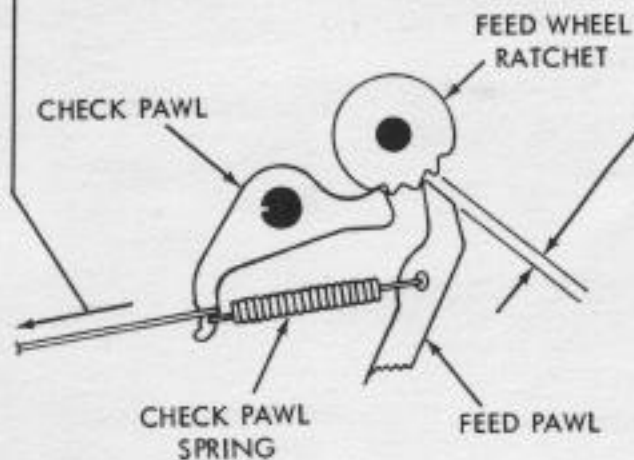
TO ADJUST

REFINE REQUIREMENT NO. 1

NOTE: USE SLIGHT PRESSURE ON FEED WHEEL TO PREVENT FALSE INDICATION DUE TO OVER-RIDING CHECK PAWL SPRING.

(D) CHECK PAWL SPRINGREQUIREMENT

SENSING CLUTCH IN STOP POSITION. SCALE APPLIED TO CHECK PAWL. MIN. 7 OZS. MAX. 11 OZS. TO START CHECK PAWL MOVING.

(C) FEED PAWL (FINAL)REQUIREMENT

CLEARANCE BETWEEN FEED PAWL AND FEED RATCHET TOOTH WITH CLUTCH IN STOP POSITION.

MIN. 0.030 INCH
MAX. 0.035 INCH

TO ADJUST

REFINE FEED PAWL PRELIMINARY ADJUSTMENT (A).

FIGURE 1-16 PIVOTED SENSING HEAD

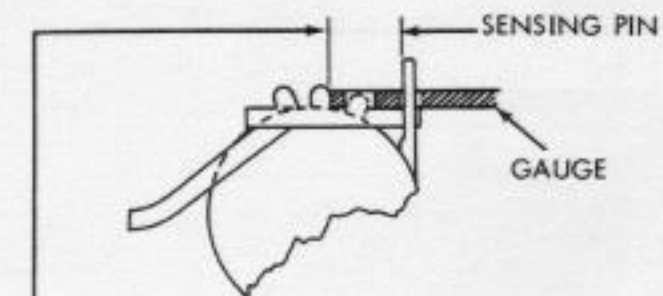
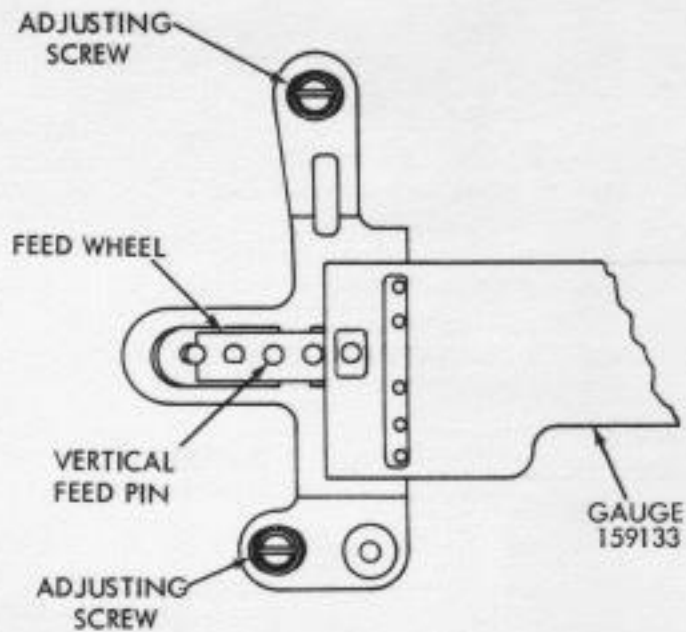
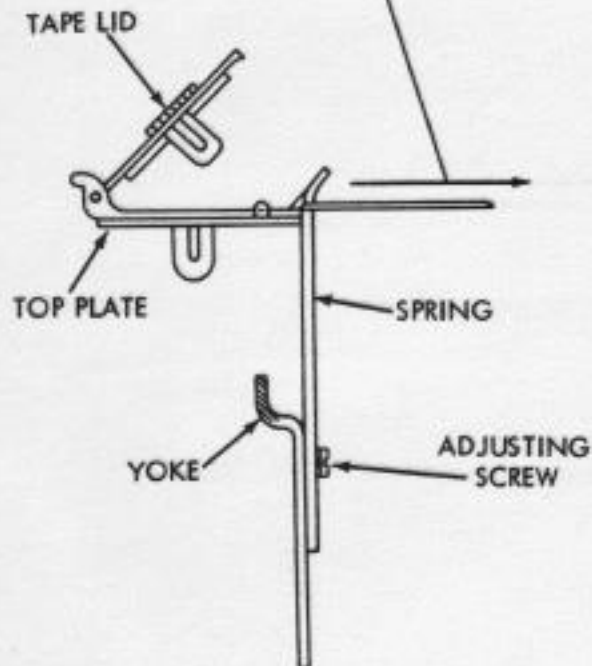
(B) TAPE RETAINING LID LATCH

- (1) REQUIREMENT
TENSION REQUIRED TO START
TAPE RETAINING LID LATCH
SPRING AWAY FROM TOP PLATE,
MIN. 1-1/2 OZS.
MAX. 2-1/2 OZS.

TO ADJUST
BOW LID LATCH SPRING WITH
FINGERS. DO NOT REMOVE
SPRING FROM YOKE.

- (2) REQUIREMENT
WHEN LATCHED, NO PLAY BE-
TWEEN TAPE RETAINING LID AND
TOP PLATE.

TO ADJUST
POSITION LID LATCH SPRING WITH
ADJUSTING SCREW LOOSE-
NED.
NOTE: BE SURE LID LATCH SPRING
ALIGNS WITH LID ON TAPE RE-
TAINING LID.

**(A) TOP PLATE**

- (1) REQUIREMENT
SPACING BETWEEN VERTICAL FEED WHEEL
PIN AND SENSING PINS. -0.300 INCH
TO ADJUST
WITH PIVOTED SENSING HEAD AGAINST
ITS BACKSTOP, TRIP CLUTCH AND ROTATE
SHAFT UNTIL SENSING PINS ARE IN UP-
PERMOST POSITION. WITH TOP PLATE
MOUNTING SCREWS LOOSE-
NED, PLACE
GAUGE 159133 ON TOP PLATE AND PO-
SITION TOP PLATE. RECHECK REQUIRE-
MENT.
- (2) REQUIREMENT
TAPE RETAINING LID MUST CENTER OVER
TOP PLATE (GAUGE VISUALLY).
TO ADJUST
REFINE REQUIREMENT NO. 1

FIGURE 1-17 PIVOTED SENSING HEAD

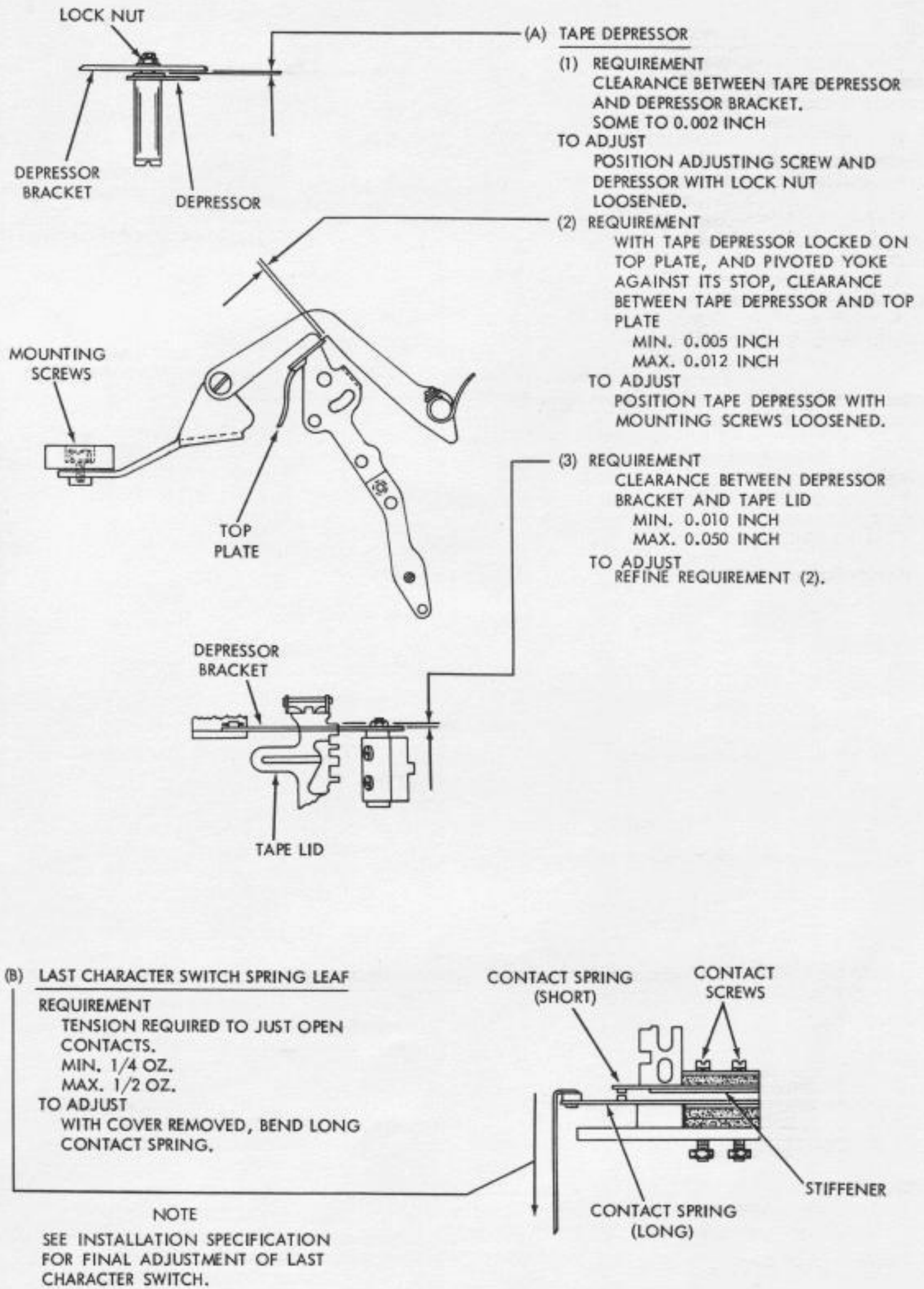


FIGURE 1-18 TAPE DEPRESSOR AND LAST CHARACTER CONTACT

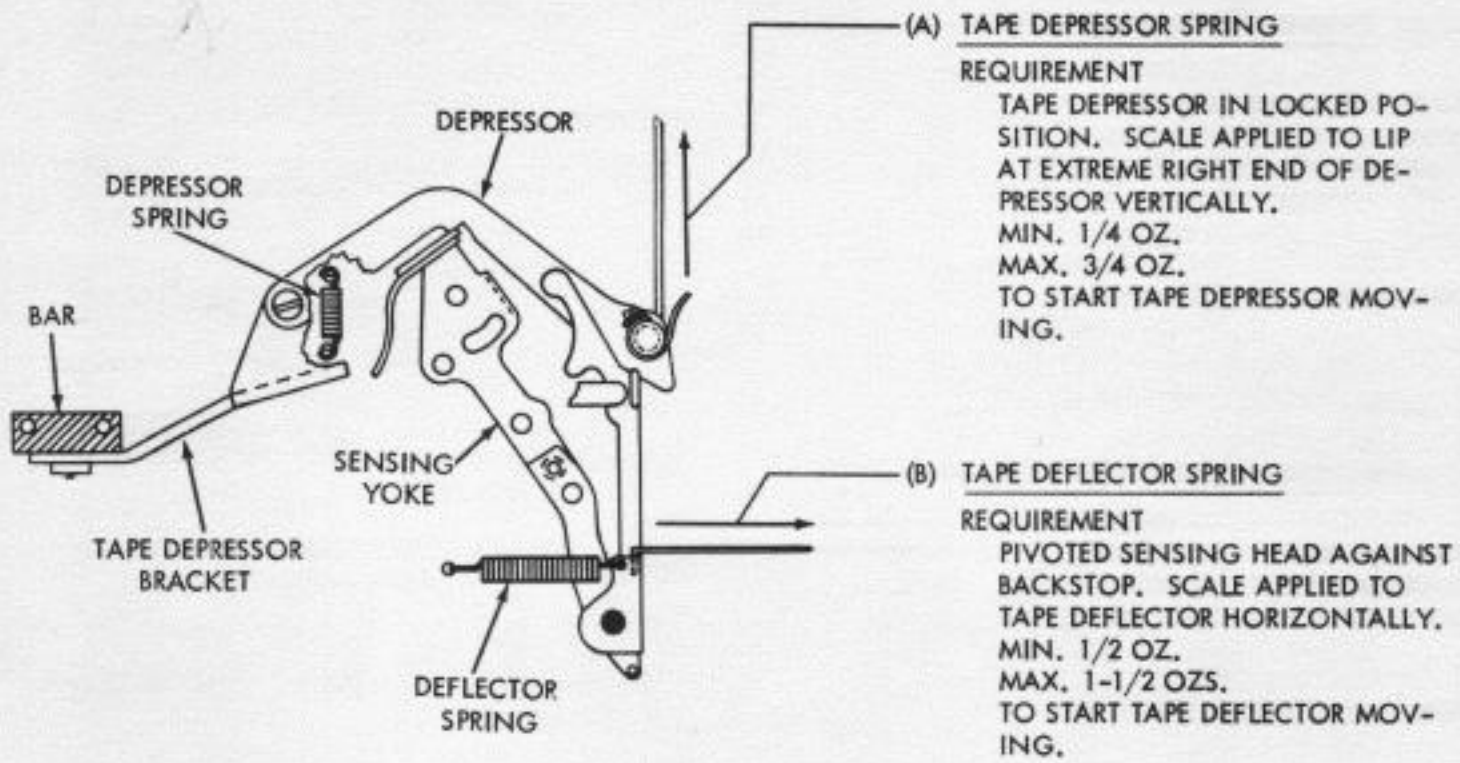


FIGURE 1-19 TAPE DEPRESSOR AND TAPE DEFLECTOR

SECTION 2

DISASSEMBLY AND REASSEMBLY

1. GENERAL

a. In order to replace parts it will often necessitate disassembly of portions of the pivoted transmitter distributor. The disassembly procedures in this section break the machine into its various subassemblies. Further disassembly procedures are not described but may be undertaken by maintenance personnel as necessary. For detailed illustrations of parts which are discussed in the following text, refer to the Teletype Model 28 Pivoted Transmitter Distributor (LAXD) Parts Bulletin.

b. Perform any necessary adjustments after reassembly of the unit.

2. DISASSEMBLY AND REASSEMBLY

a. Idler Gear Assembly

(1) To remove idler gear assembly, remove feed lever spring (82727) and latch stripper bail spring (125252).

(2) Remove bar assembly by removing four screws (152893) and lock washers (3640).

(3) Pull out idler gear oil retainer plug (158789) and remove leather washer (85318).

(4) Remove idler gear bearing stud lock nut (3595), lock washer (158622) and flat washer (76081).

(5) Remove idler gear bearing stud (158790), idler gear assembly (158791) and spacer (158792) as a unit.

(6) To install idler gear assembly, reverse disassembly procedure.

b. Sensing Shaft Assembly

(1) To remove sensing shaft assembly, remove idler gear (see paragraph 2a).

(2) Remove the front bearing clamp (156788) by removing three screws (151630) and lock washers (2191).

(3) Remove the rear bearing clamp (158847) by removing two screws (151722) and lock washers (2191).

(4) Remove sensing shaft assembly.

(5) To install sensing shaft assembly, reverse the disassembly procedure.

c. Distributor Shaft Assembly. Follow the sensing shaft procedure in step b. above.

d. Clutch Trip Assembly

(1) To remove the clutch trip assembly, disconnect wires leading to the clutch magnet (252M).

(2) Remove the plate mounting screw (151630), lock washer (2191) and flat washer (76099) and the plate adjusting screw (151630), lock washer (2191) and flat washer (7002).

(3) Withdraw clutch trip assembly from bottom side of unit.

(4) To install clutch trip assembly, reverse disassembly procedure.

e. Pivot Shaft

(1) To remove the pivot shaft, remove the sensing shaft assembly (paragraph b. above).

(2) Remove two ring retainers (119652) (one is hidden under a felt washer).

(3) Loosen the collar set screws (158852).

(4) Remove pivot shaft nut (3599) and lock washer (3640).

(5) Remove the pivot shaft (158819) by pushing it toward the rear plate, being careful not to lose the feed lever collars and felt washers (156515).

(6) To install pivot shaft, reverse disassembly procedure.

f. Pivoted Sensing Head

(1) To remove sensing head and tape deflector, remove the last character contact assembly. The contact assembly is secured into two screws (153799), lock washers (3640) and flat washers (2034).

(2) Remove check pawl spring (45104).

(3) Remove tape deflector spring (82999).

(4) Loosen rear pivot screw lock nut (76474) and run the rear pivot screw (158801) as far as possible into the casting.

(5) Pull the sensing pins down and free from the top plate (159153).

(6) Loosen front pivot screw lock nut (112626).

(7) Turn front pivot screw (158800) until deflector (159158) is free from the pivot screw.

(8) Remove sensing head and tape deflector.

(9) To install sensing head and tape deflector, reverse disassembly procedure.

g. Storing Switch Assembly

(1) To remove the storing switch assembly, disconnect cable (159809).

(2) Remove four mounting screws (151631), lock washers (2191) and flat washers (7002).

(3) Remove storing switch assembly.

(4) To install storing switch assembly, reverse disassembly procedure.

h. Distributor Block Assembly

(1) To remove the distributor block assembly, disconnect cable (159809).

(2) Remove three mounting screws (153839), lock washers (2191) and flat washers (7002).

(3) Remove distributor block assembly.

(4) To install distributor block assembly, reverse disassembly procedure.

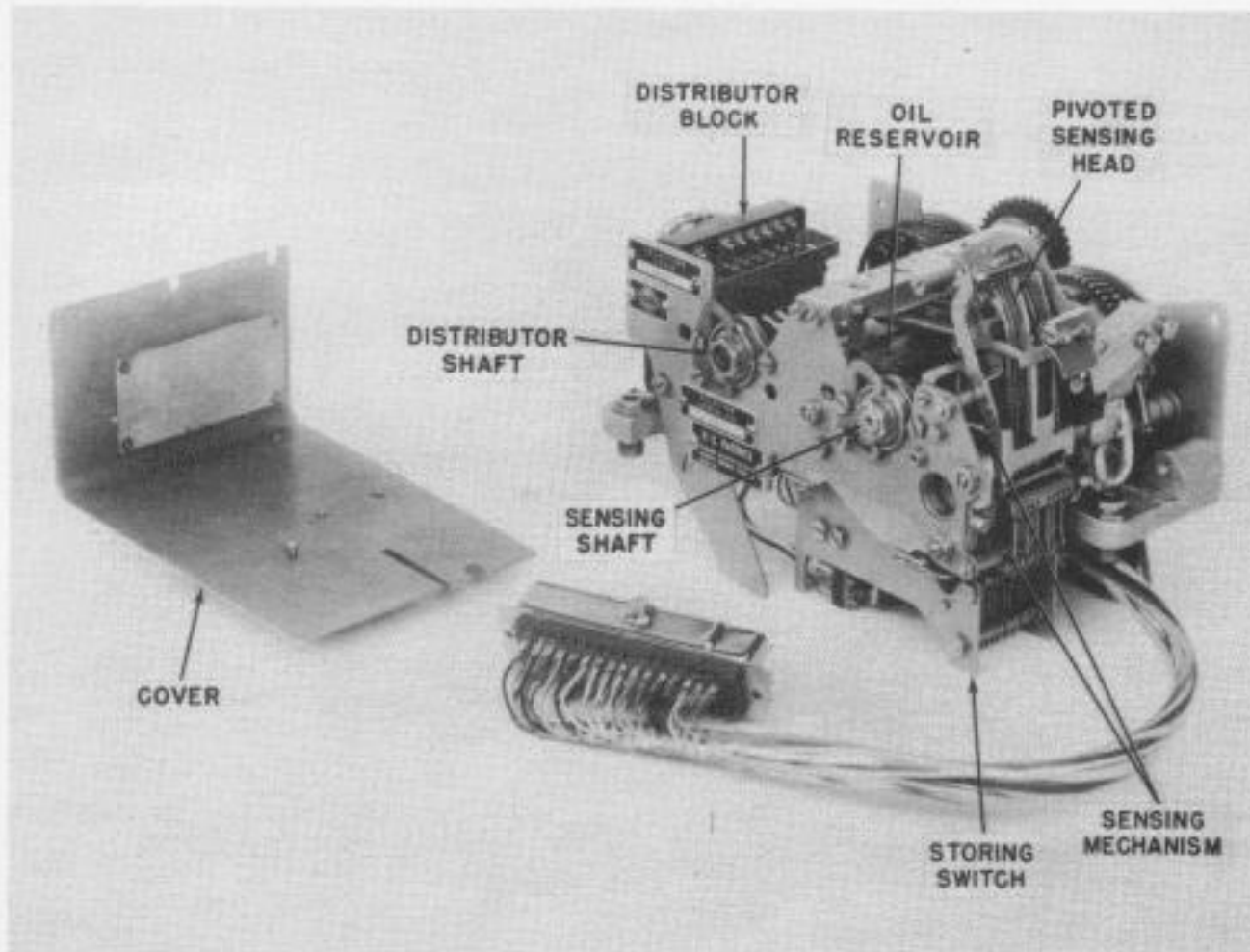


Figure 2-1. Components and Mechanisms

SECTION 3
LUBRICATION

1. GENERAL

a. The pivoted transmitter distributor should be lubricated before being placed in service or prior to storage. After a few weeks of service re-lubricate to make certain that all specified points receive lubrication. Thereafter, the lubrication schedule shall be followed:

OPERATING SPEED	LUBRICATION INTERVAL
60 W. P. M.	3000 hours or 1 year*
75 W. P. M.	2400 hours or 1 year*
100 W. P. M.	1500 hours or 6 months*
200 W. P. M.	1000 hours or 4 months*

* Whichever occurs first.

b. Teletype KS7470 oil should be used for the lubrication of all points where oil is specified. KS7471 grease should be used at all points where grease is specified. All felt lubricating washers and all moving surfaces should be thoroughly lubricated. However, over-lubrication which would allow oil to drip or grease to

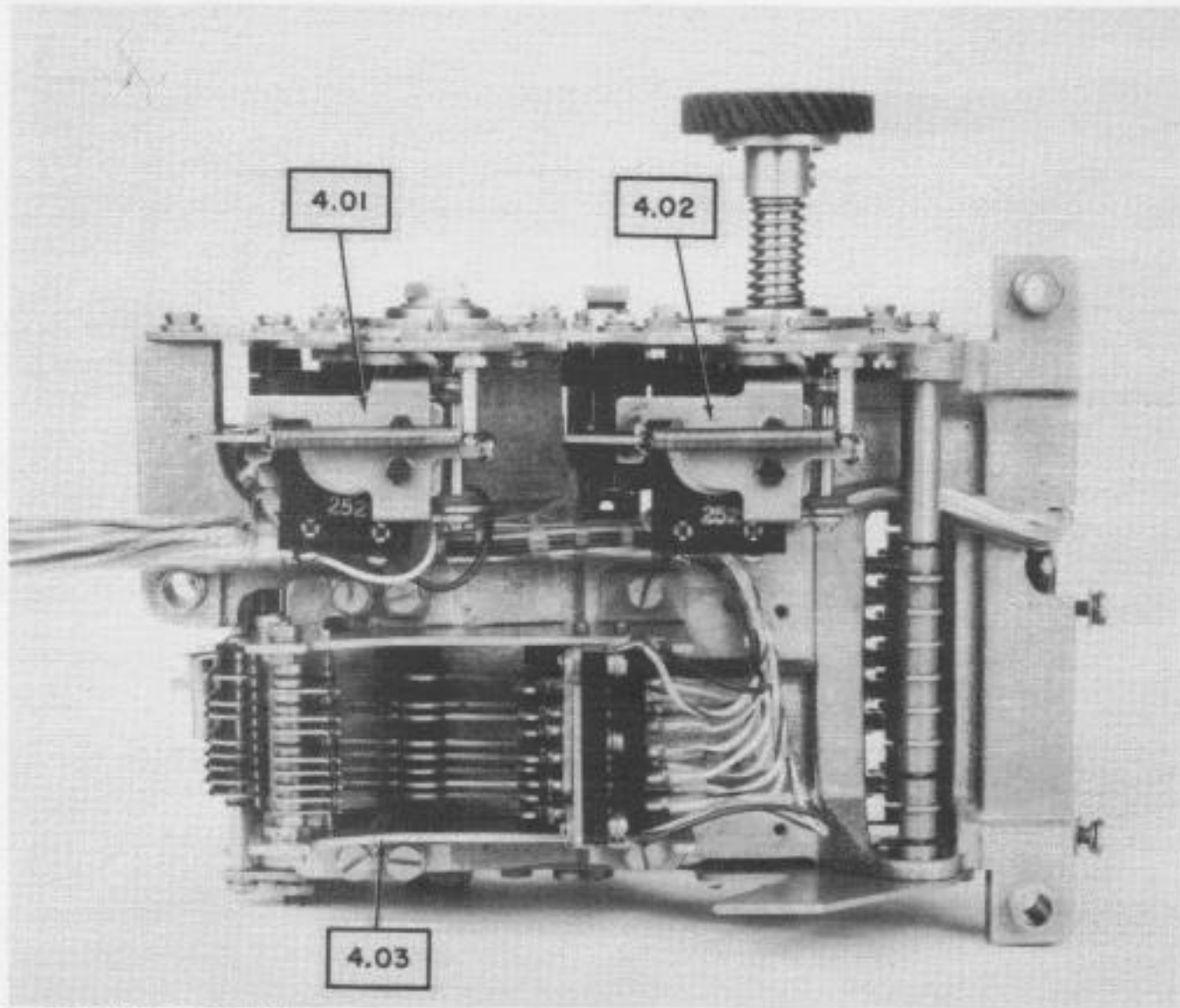
be thrown on other parts should be avoided. Special care should be exercised to avoid getting oil or grease on any contact point face.

c. The following general instructions will supplement the specific points of lubrication which are illustrated on subsequent pages.

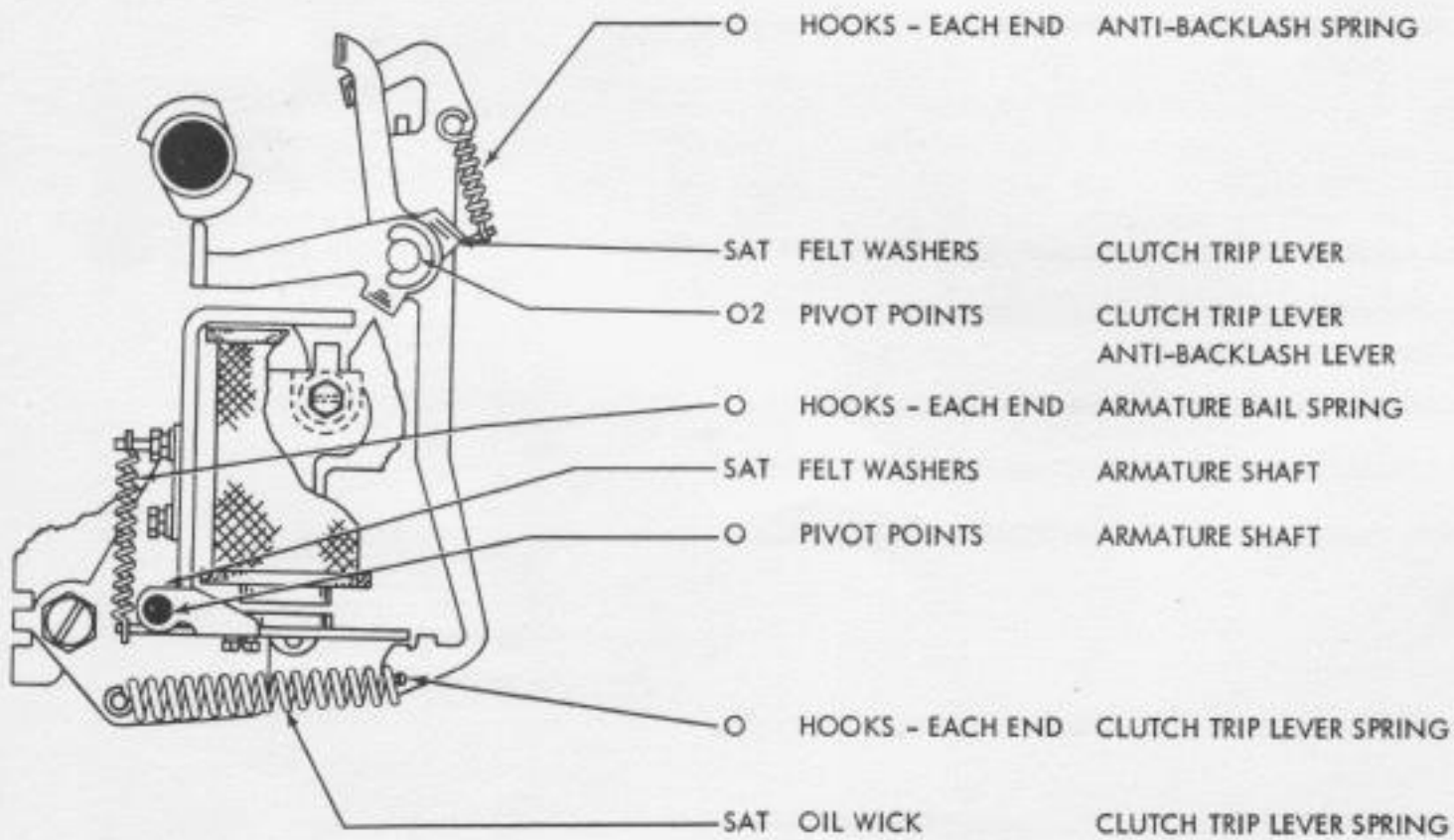
- (1) Lubricate all spring eyes with one drop of oil.
- (2) Cam surfaces are to be lightly oiled.
- (3) The gears are to be covered with a light coat of grease.
- (4) All felt oil retainers are to be saturated with oil.
- (5) All pivot points are to be oiled.
- (6) All sliding surfaces are to be lightly oiled.

d. The illustration symbols indicate the following lubrication directions:

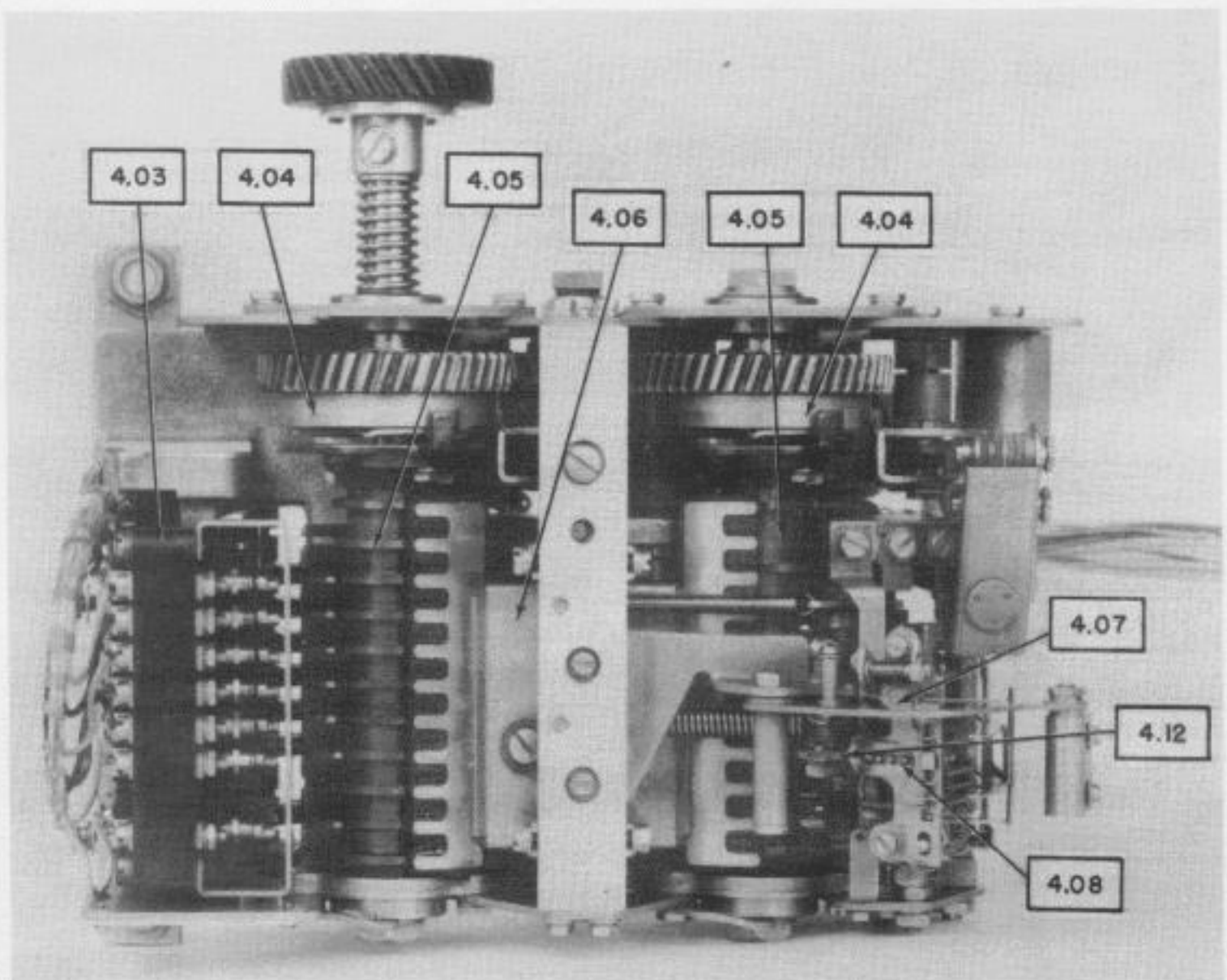
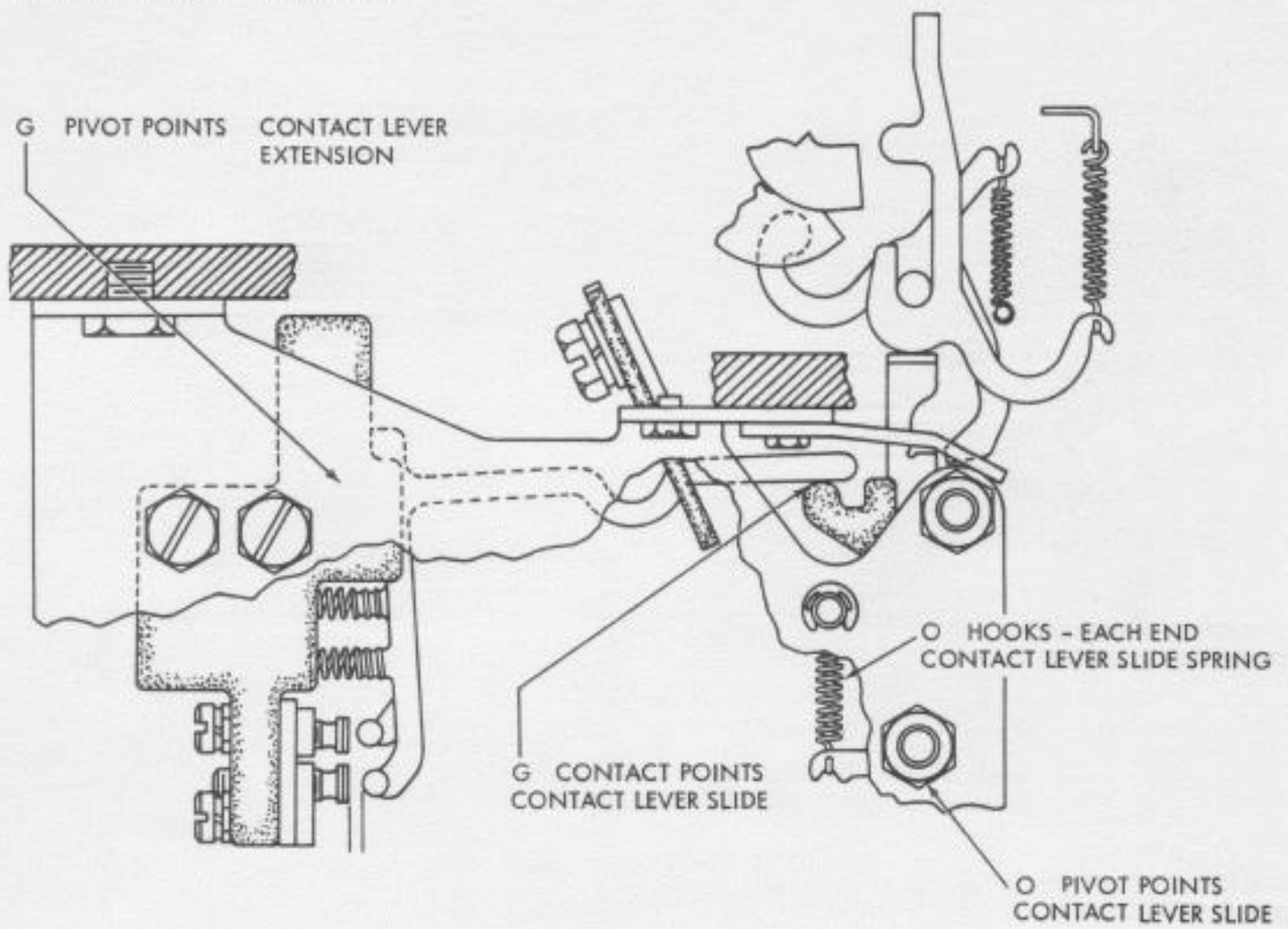
O	Apply 1 drop of oil
O2	Apply 2 drops of oil
O3	Apply 3 drops of oil
O20	Apply 20 drops of oil
G	Apply thin film of grease
SAT	Saturate with oil



4.01 CLUTCH TRIP ASSEMBLIES

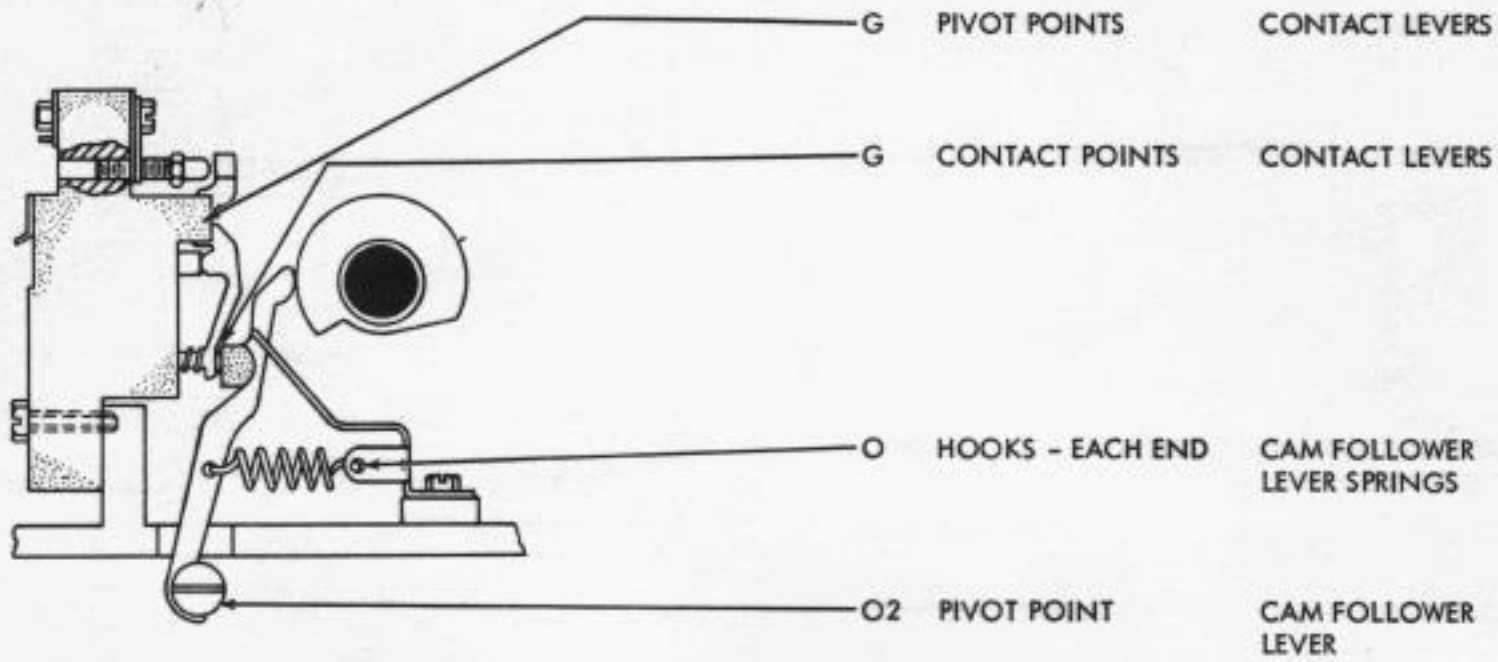


4.02 STORING SWITCH ASSEMBLY

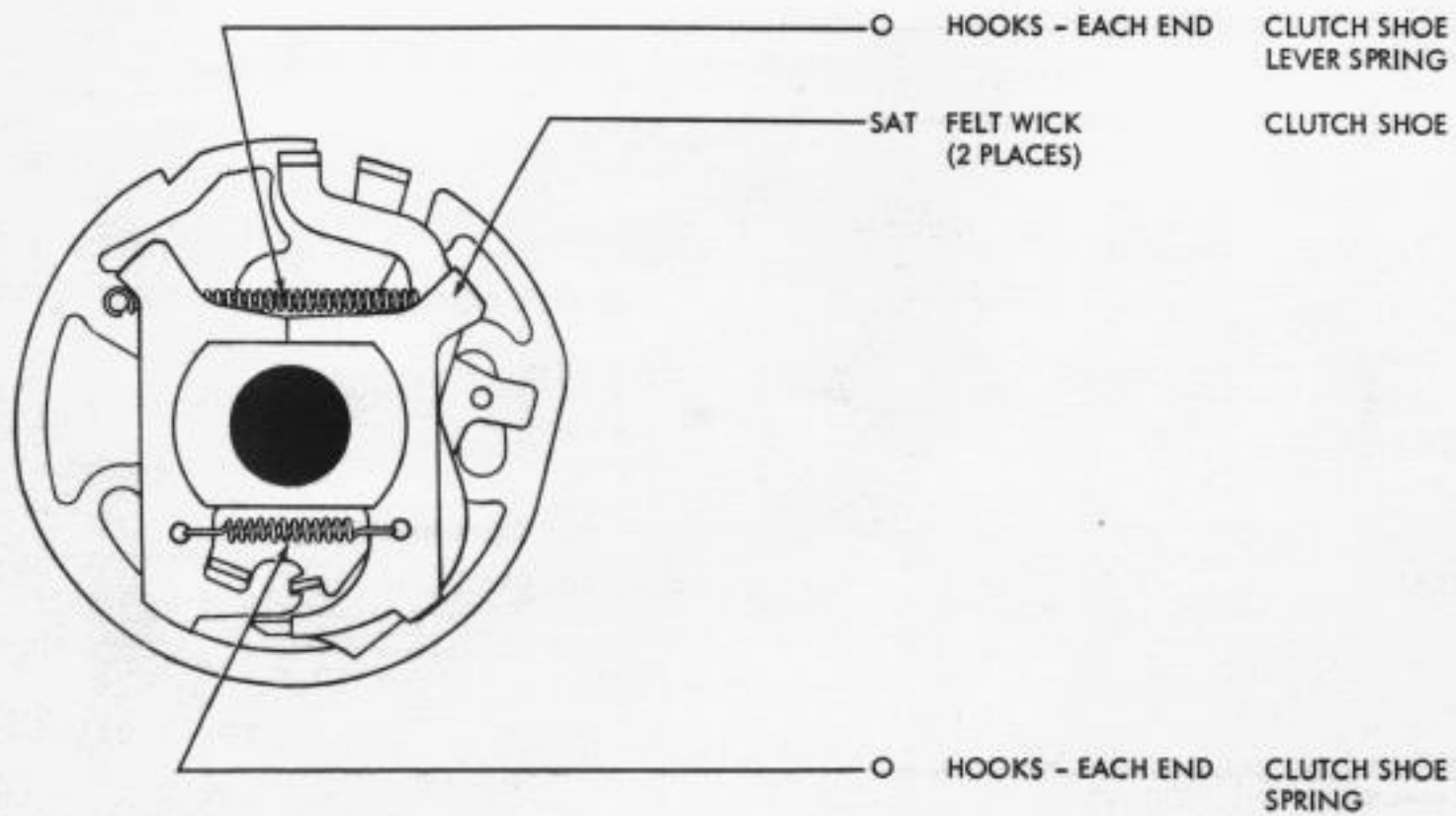


ORIGINAL

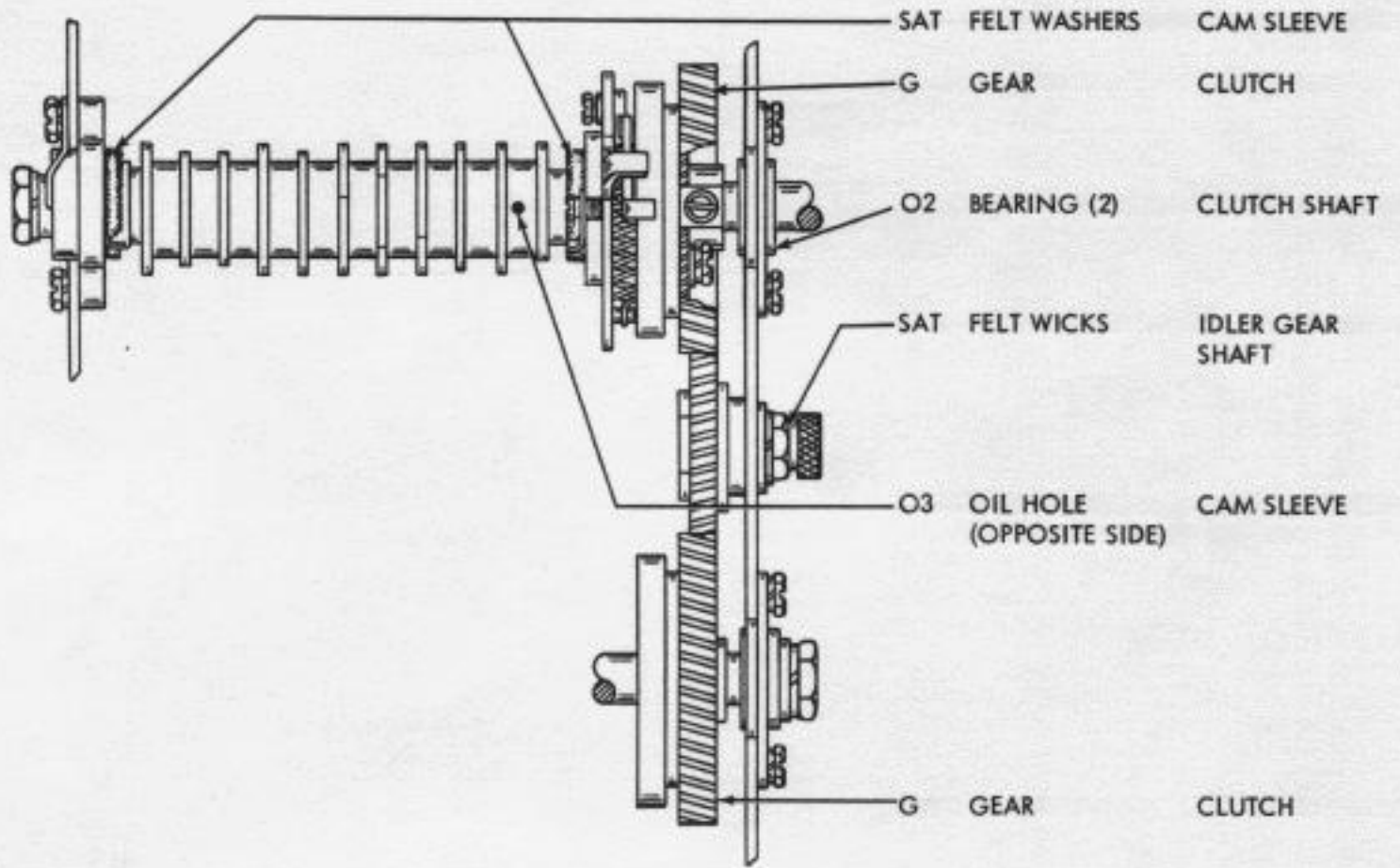
4.03 DISTRIBUTOR BLOCK ASSEMBLY



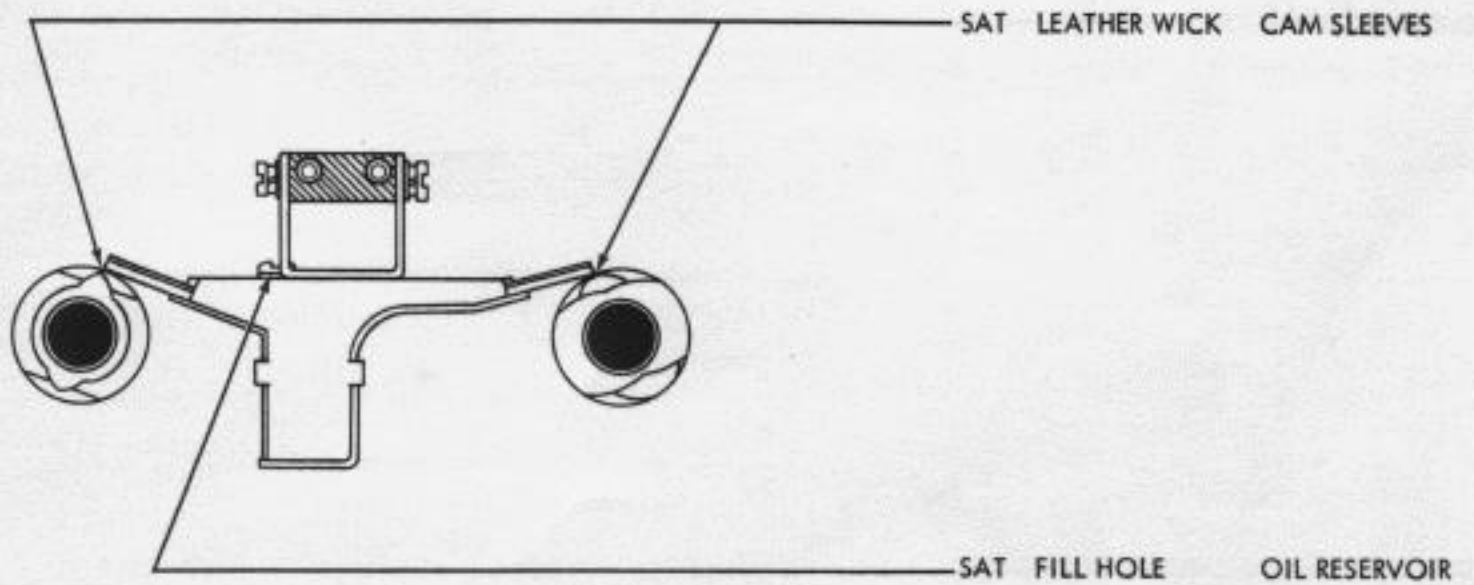
4.04 CLUTCH ASSEMBLIES

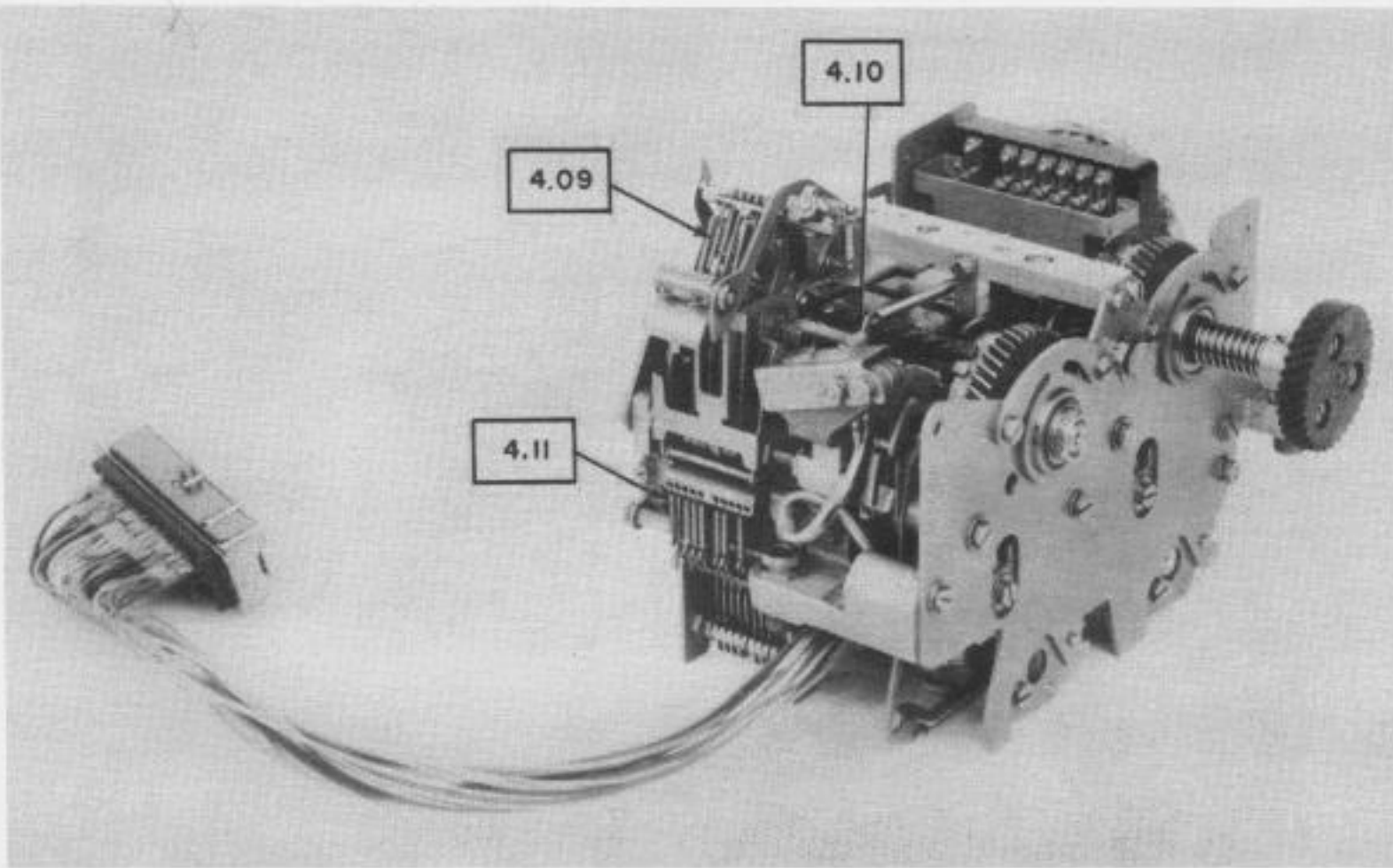


4.05 CAM SLEEVE ASSEMBLIES

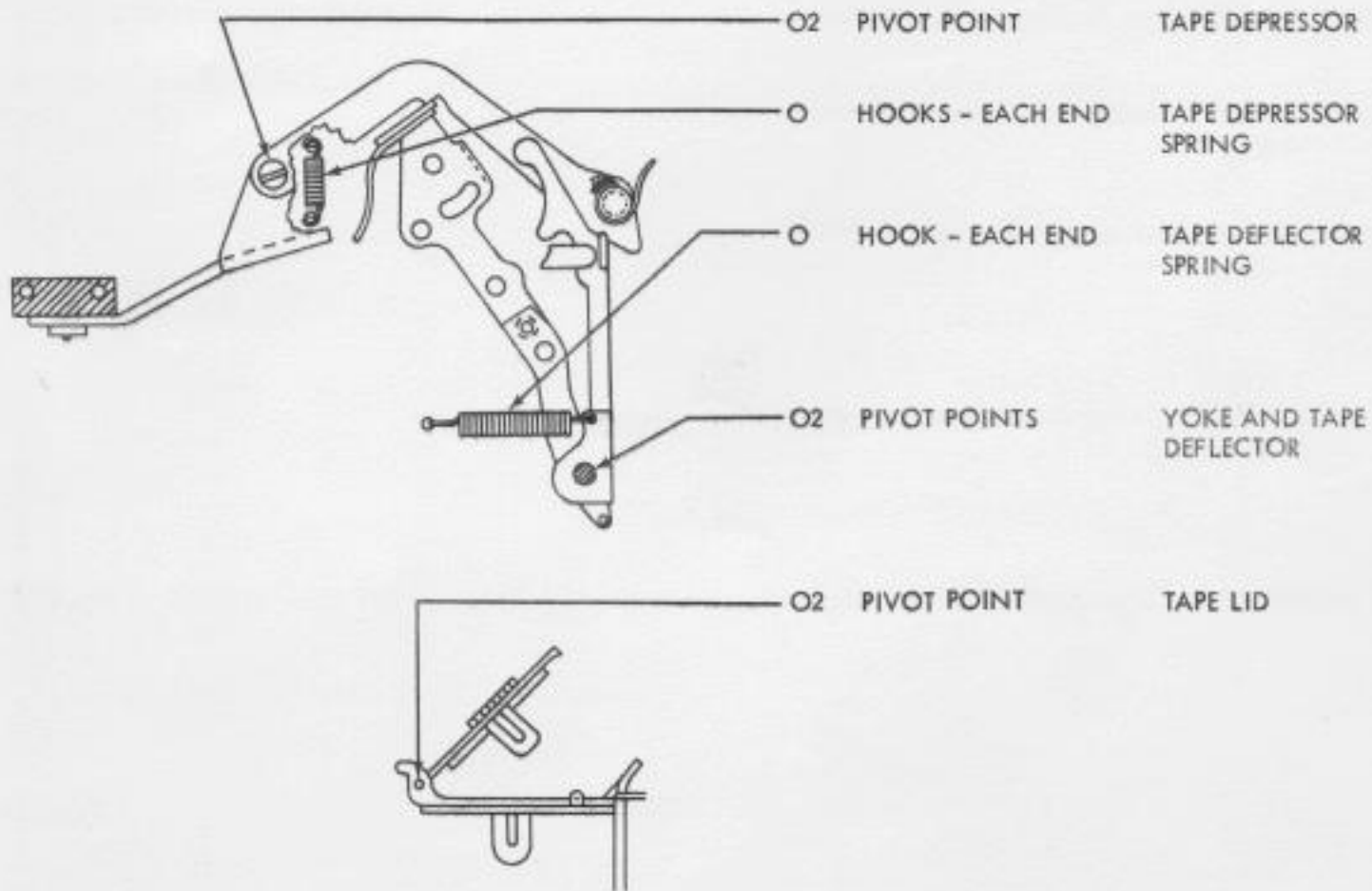


4.06 OIL RESERVOIR ASSEMBLY

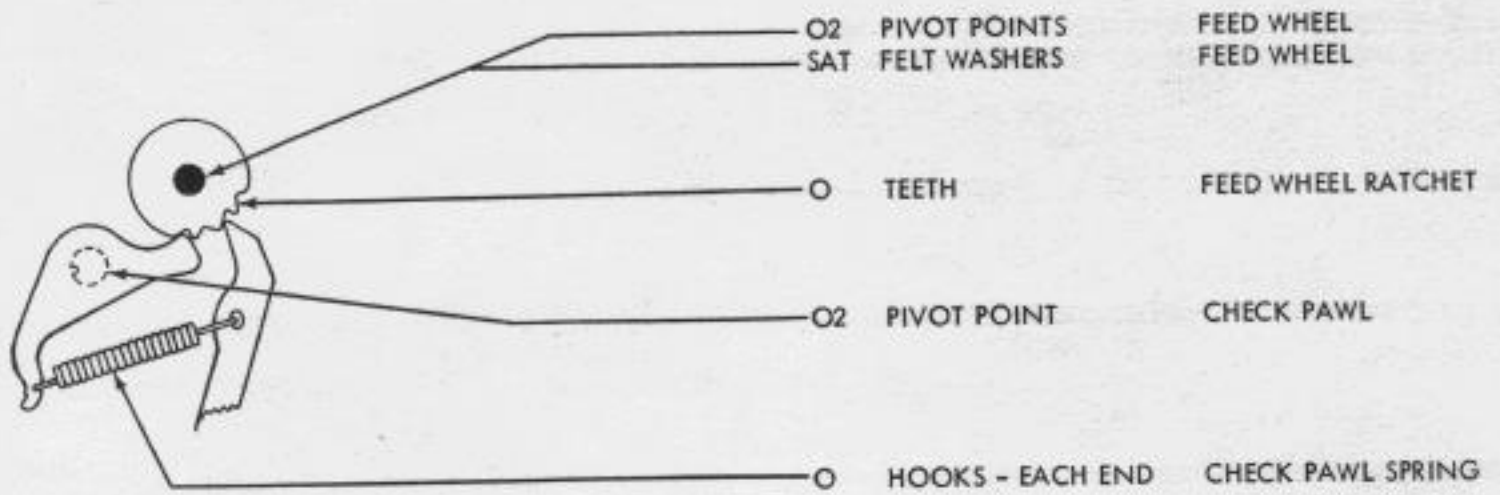




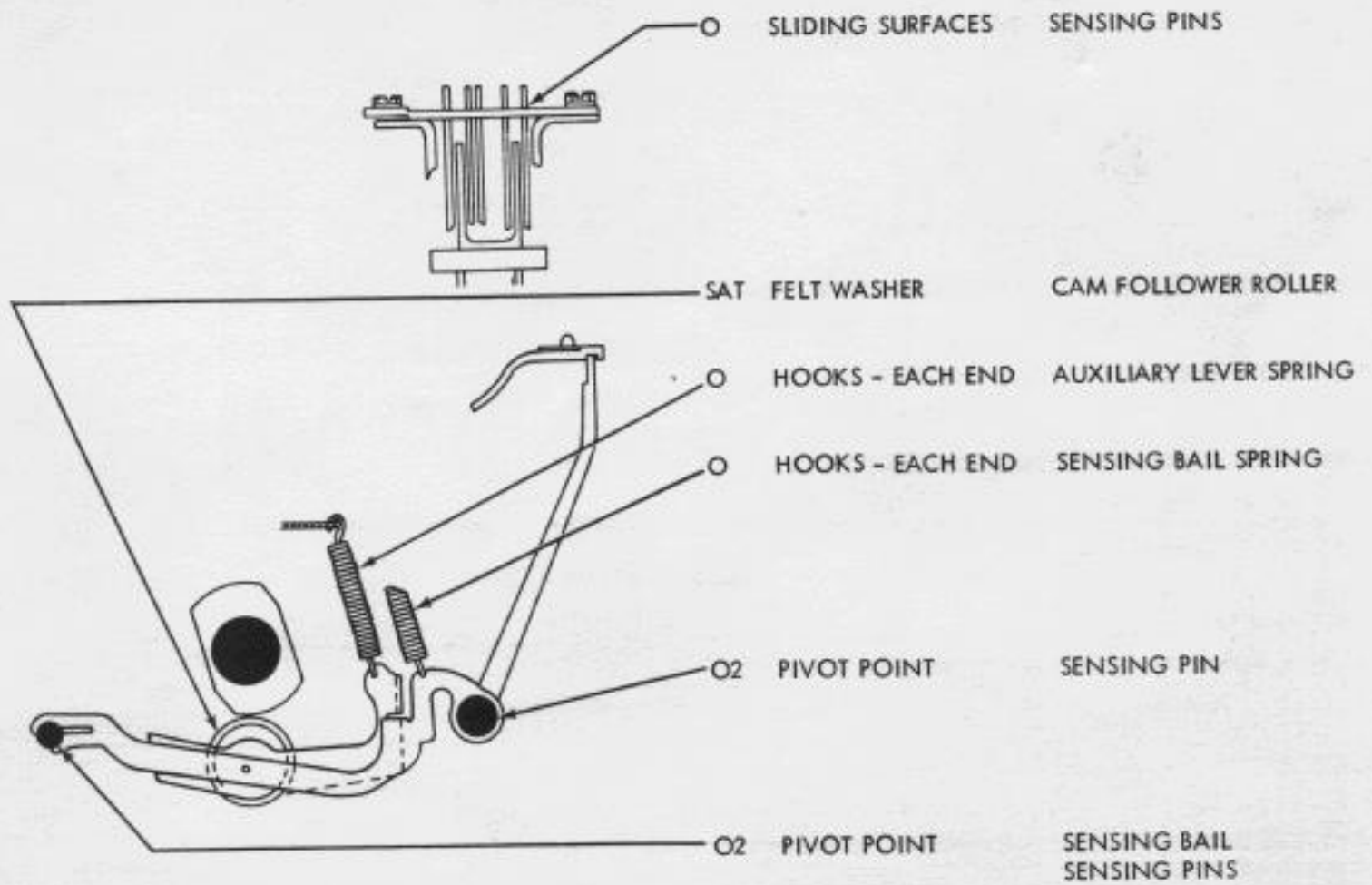
4.07 PIVOTED SENSING HEAD



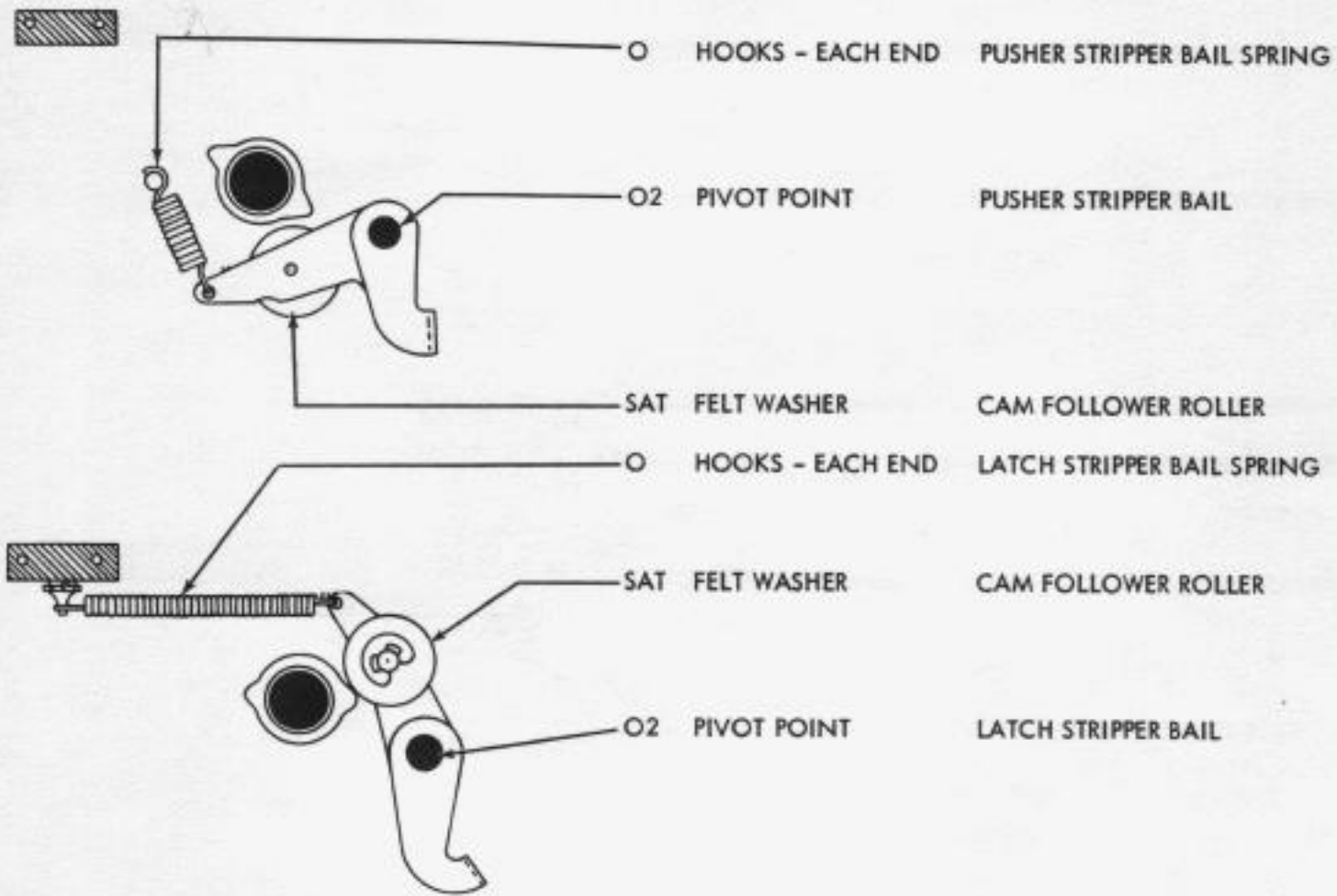
4.08 CHECK PAWL AND FEED WHEEL



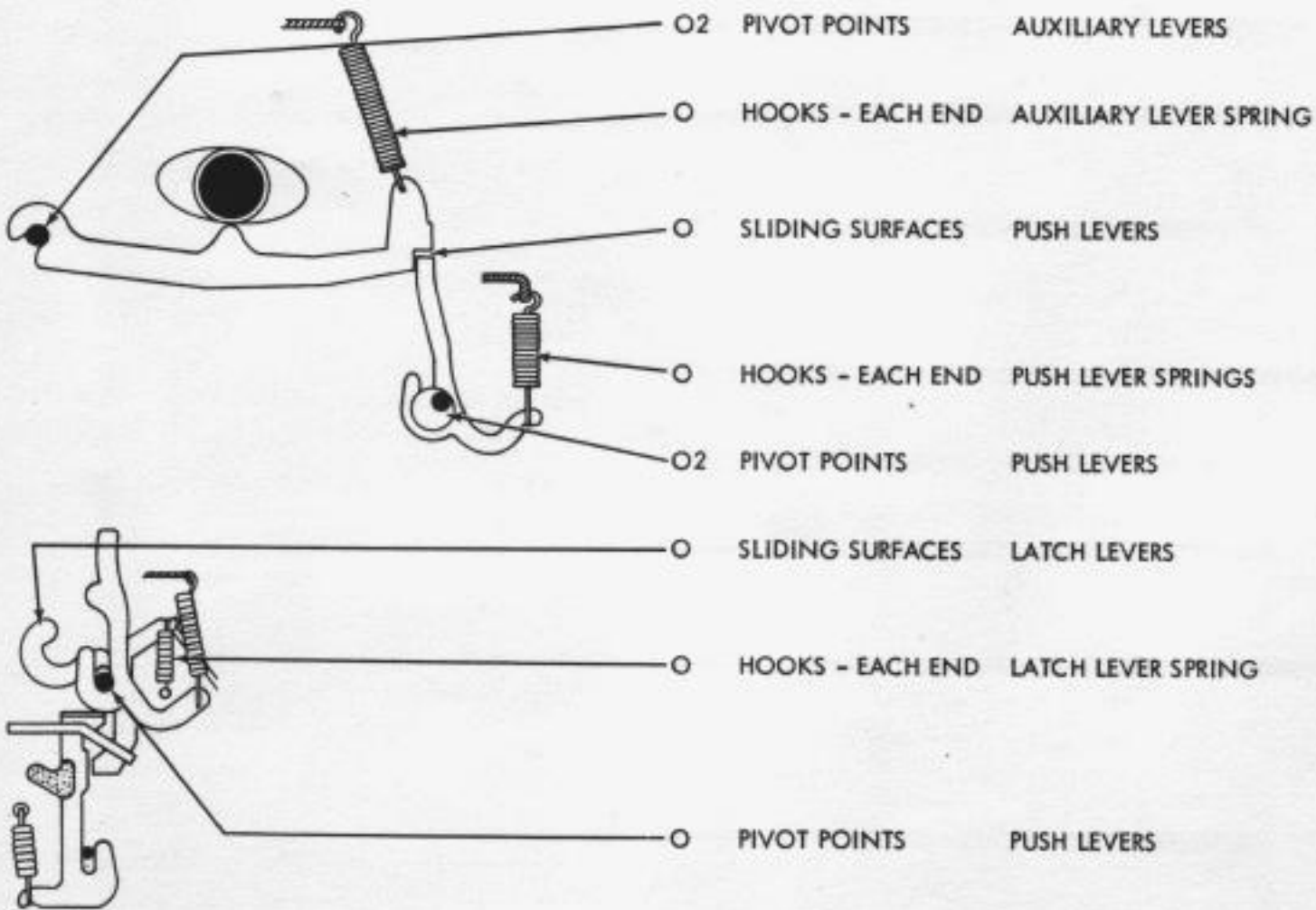
4.09 SENSING MECHANISM



4.10 SENSING MECHANISM



4.11 SENSING MECHANISM



4.12 FEED MECHANISM

