

INSTRUCTIONS FOR INSTALLING THE 159417, 163256,  
179965, OR 199812 MODIFICATION KIT TO PROVIDE A  
VARIABLE SPEED DRIVE FOR THE MODEL 28 TYPING  
REPERFORATOR SET (RECEIVING-ONLY)

1. GENERAL

1.01 The 159417, 163256, 179965, or 199812 modification kit, when installed on a Receive-Only Model 28 Typing Reperforator Set, provides a variable speed drive mechanism. This mechanism permits the selection and locking of the reperforator at speeds of 60, 75, or 100 wpm (for the 159417 modification kit); 60, 67, or 75 wpm (for the 163256 modification kit); 45.5, 50, or 75 baud (for the 179965 modification kit); 60, 67, or 100 wpm (for the 199812 modification kit). To select one of these speeds, the motor unit must be turned off.

1.02 The modification kit consists of:

			<u>159417</u>	<u>163256</u>	<u>179965</u>	<u>199812</u>
3	2669	Lockwasher	X	X	X	X
3	3438	Flat washer	X	X	X	X
1	156866	Timing belt	X	X	X	X
3	156887	Screw	X	X	X	X
1	156958	Gear, sprocket - 21T	X	X	X	X
1	156964	Gear, helical - 9T	X	X	X	X
1	159420	Gearshift assembly	X			
1	163257	Gearshift assembly		X		
1	179968	Gearshift assembly			X	
1	199811	Gearshift assembly				X

1.03 For part numbers referred to and for parts ordering information, see Teletype Model 28 Typing Reperforator Set Parts Bulletin 1167B.

2. INSTALLATION

- 2.01 Remove the tape container from its base by removing its two mounting screws and set them all aside.
- 2.02 Remove the two screws and lockwashers holding the guard to the single shaft intermediate drive assembly and discard them.
- 2.03 Remove the timing belt and set it aside.
- 2.04 Remove the three screws and lockwashers holding the single shaft intermediate drive to the base and set them all aside.
- 2.05 Discard the old intermediate shaft assembly.

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- 2.06 Remove the mounting screw and lockwasher holding the pinion to the motor unit main shaft and set them all aside.
- 2.07 Remove the pinion and discard it.
- 2.08 Remove the mounting screw and lockwasher holding the driven sprocket to its hub on the main shaft and set them all aside.
- 2.09 Discard the sprocket.
- 2.10 From the bag supplied with the kit, remove the 156964 pinion and fasten it to the motor main shaft with the screw and lockwasher previously removed and set aside under 2.06.
- 2.11 From the bag supplied with the kit, remove the 156958 gear sprocket and fasten it to the LPR main shaft with screw and lockwashers set aside under 2.08.
- 2.12 With the speed selector lever in the center position, remove the gear guard cover by removing the four mounting screws and lifting it up along the direction of the open slot. Remove the 159433 grease guard cover by removing the two mounting screws.
- 2.13 Fasten friction tight the assembly obtained in 2.12 to the base by means of the mounting screws set aside under 2.04.
- 2.14 Place the timing belt set aside under 2.03 over the two sprockets. Take up the belt slack by moving the intermediate shaft assembly away from the motor. The belt should have just enough slack so that a slight pressure on its center (8 oz  $\pm$  1 oz) will cause an 1/8 inch  $\pm$  1/32 inch deflection. It should not be tight.
- 2.15 Readjust the motor pinion gear mesh by running the stud in the front motor mounting port up or down as needed. The gears should have a barely perceptible amount of backlash at their highest point. Tighten the nut on the stud while holding the stud in position. If the two gears do not mesh at right angles, loosen the three mounting screws and correct the angle. Keep the tension of the timing belt as described in the previous paragraph. Tighten the casting mounting screws and recheck the backlash.
- 2.16 Reinstall the 156968 gearshift guideplate and 159433 plate and make the gear mesh adjustment.
- 2.17 Remount the tape container.

### 3. ADJUSTMENTS AND LUBRICATION

- 3.01 For adjustment and lubrication procedure, refer to standardized information, Teletype Bulletin 247B.