

28 SINGLE-MAGNET NONTYPING REPERFORATOR
DISASSEMBLY AND REASSEMBLY

1. GENERAL

1.01 This section contains the specific instructions for removing a 28 nontyping reperforator from its associated teletypewriter apparatus, the disassembly routines for its various mechanisms, and, where necessary, provides detailed reassembly information. For additional information refer to the general disassembly and reassembly sections.

2. DISASSEMBLY AND REASSEMBLY

A. Removal of a 28 Nontyping Reperforator

2.01 To remove a Nontyping Reperforator of 28 Reperforator-Transmitter (28 RT) Set:

- (1) Disconnect all electrical leads.
- (2) Remove the mounting screw that secures the tape-alarm cable clamp.
- (3) Remove the hexagon mounting nut that secures the reperforator cable clamp adjacent to the 32-point connector.
- (4) Remove the mounting screw that secures the anchor bracket to the base.
- (5) Remove the three mounting screws that secure the reperforator frame to the base. Lift the reperforator from the base.

Note: See 2.04 for reinstallation.

2.02 To Remove a Nontyping Reperforator of 28 Automatic Send-Receive (28 ASR) Set:

- (1) Disconnect the leads from the selector magnet.
- (2) If equipped with power backspace, disconnect the leads from the backspace magnet.
- (3) If equipped with code-reading and timing contacts, remove the associated connector or disconnect the leads from the contacts.
- (4) Loosen the two setscrews on the coupling located on the rear shaft and slide the coupling to the rear.

(5) Remove the mounting screw that secures the anchor bracket to the base.

(6) Remove the three mounting screws that secure the reperforator frame to the base. Lift the reperforator from the base, being careful not to damage the codebar extensions or any associated springs.

Note: See 2.04 for reinstallation.

2.03 To Remove a Nontyping Reperforator From Other Than 28 ASR or 28 RT Set:

- (1) Disconnect the leads from the selector magnet.
- (2) If equipped with code-reading and timing contacts, remove the associated connector or disconnect the leads from the contacts.
- (3) Remove the mounting screw that secures the anchor bracket to the base.
- (4) Remove the three mounting screws that secure the reperforator frame to the base.
- (5) Remove the timing belt from the sprocket on the rear of the main shaft. Lift the reperforator from the base.

Note: See 2.04 for reinstallation.

2.04 Reinstallation:

- (1) Place the reperforator on the base so that the three mounting holes line up with those in the base.
- (2) On the 28 ASR set, be careful not to damage the codebar extensions or the punch-slide latches.
- (3) Loosen the mounting screw that secures the anchor bracket to the punch assembly frame.
- (4) Insert the mounting screw through the anchor bracket into the proper tapped hole in the base. Do not tighten the screw.
- (5) On the 28 ASR set, slide the coupling into place and tighten the two setscrews.

SECTION 573-119-702

- (6) Insert the three mounting screws through the reperforator-frame mounting holes into the tapped holes in the base. Do not tighten the screws.
 - (7) Press the anchor bracket against the base and tighten the screw that secures the bracket into the punch assembly frame.
 - (8) Tighten the screw that secures the bracket to the base.
 - (9) Tighten the three mounting screws that secure the reperforator frame to the base.
 - (10) Reconnect all wires that were disconnected and replace all cable clamps that were removed during disassembly.
 - (11) Recheck, and remake if necessary, any interrelated adjustments between the 28 nontyping reperforator and the keyboard or base.
 - (12) On other than the 28 RT and 28 ASR sets, loosen the three mounting screws that hold the intermediate drive assembly (or gear-shift mechanism) on the base. Install the timing belt and make the timing belt adjustment specified in the section containing the requirements and adjustments for the nontyping reperforator.
- B. Disassembly of a 28 Nontyping Reperforator**
- 2.05 To Remove the Selector Cam Clutch Assembly:**
- (1) Remove the screw, lockwasher, and nut from the selector clutch drum.
 - (2) Place the reset bail (or stripper bail) in its raised position. Hold the stoparm and the marking locklever to the left, grasp the cam clutch by the cam disc (not by the drum), and pull it forward while slowly rotating the cam clutch. The cam clutch should come off easily. Do not force it.
- 2.06 To Remove the Selector Mechanism:**
- (1) Unhook the function-clutch latchlever spring. Remove the spring post, lockwasher, and nut.
 - (2) Remove the screw and lockwasher that secure the selector lever guide to the selector plate.
 - (3) Remove the screw, lockwasher, oil wick, and wick holder. Remove the selector mechanism.
- 2.07 To Remove the Punch Mechanism:**
- (1) Unhook the driveline spring and disconnect the driveline from the rocker arm.
 - (2) If equipped with power backspace, move the punch assembly to the left to disengage it from the slot in the eccentric arm.
 - (3) Remove the three mounting screws (or two screws and one stud) that secure the punch-assembly rear plate to the main plate. Remove the punch assembly.
- Reassembly Note: When remounting the punch assembly, make sure that the reset bail engages the slot in the triplever.
- 2.08 To Remove the Rocker Bail Assembly:**
- (1) Unhook the driveline spring and disconnect the driveline from the rocker arm.
 - (2) Remove the nut, lockwasher, adjusting-lever guide, and the rocker bail shaft. Remove the rocker bail assembly.
- 2.09 To Remove the Main Shaft Assembly:**
- (1) Remove the selector cam clutch assembly in accordance with 2.05.
 - (2) Unhook the function-clutch latchlever spring. Remove the retaining ring, spring washer, and flat washers from the forward end of the main shaft.
 - (3) For single-shaft units only, remove the screw and lockwasher from the function clutch drum.
 - (4) Remove the screw and lockwasher from the collar.
 - (5) Remove the screw and lockwasher from the bearing clamp.
 - (6) Pull the main shaft out toward the rear and remove the function clutch and the collar at the same time.
- Reassembly Note: When the main shaft is inserted into the function clutch assembly, hold the drum and the cam disc firmly together so that the drum is not pushed off the clutch.