

35 TRANSMITTER DISTRIBUTOR

LUBRICATION

CONTENTS	PAGE	<u>Operating Speed in Words per Minute</u>	<u>Lubricating Interval</u>
1. GENERAL	1	60	3000 hr or 1 yr*
2. LUBRICATION	3	75	2400 hr or 9 mo*
		100	1500 hr or 6 mo*
Center plate assembly	9	*Whichever occurs first.	
Clutch trip assembly	6		
Front plate assembly	11	1.03 Use KS7470 oil at all locations where the use of oil is indicated. Use KS7471 grease on all surfaces where grease is indicated.	
Gear train	8		
Main shaft	8		
Oil reservoir	8		
Rubout sensing mechanism	13	1.04 All spring wicks and felt oilers should be saturated. The friction surfaces of all moving parts should be thoroughly lubricated. Overlubrication should be avoided. Special care must be taken to prevent any oil or grease from getting between the clutch armature and its magnet pole faces or between electrical contacts.	
Sensing and feed mechanism	11		
Signal contact assembly	5		
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Timing mechanism	13		
Transfer mechanism	12		
3. VARIABLE FEATURES	14	1.05 Apply a thick film of grease to all gears.	
Auxiliary no. 1 and code reading contact assembly	14	1.06 Apply oil to all cams, including the camming surfaces of the clutch disc.	
Auxiliary no. 2 contact assembly ...	15	1.07 The photographs show the paragraph numbers referring to particular line drawings of mechanisms and where these mechanisms are located on the unit. Parts in the line drawings are shown in an upright position unless otherwise specified.	

1. GENERAL

1.01 This section is revised to include additional information on lubrication and to update format. Since this is a general revision, marginal arrows, used to indicate changes, have been omitted.

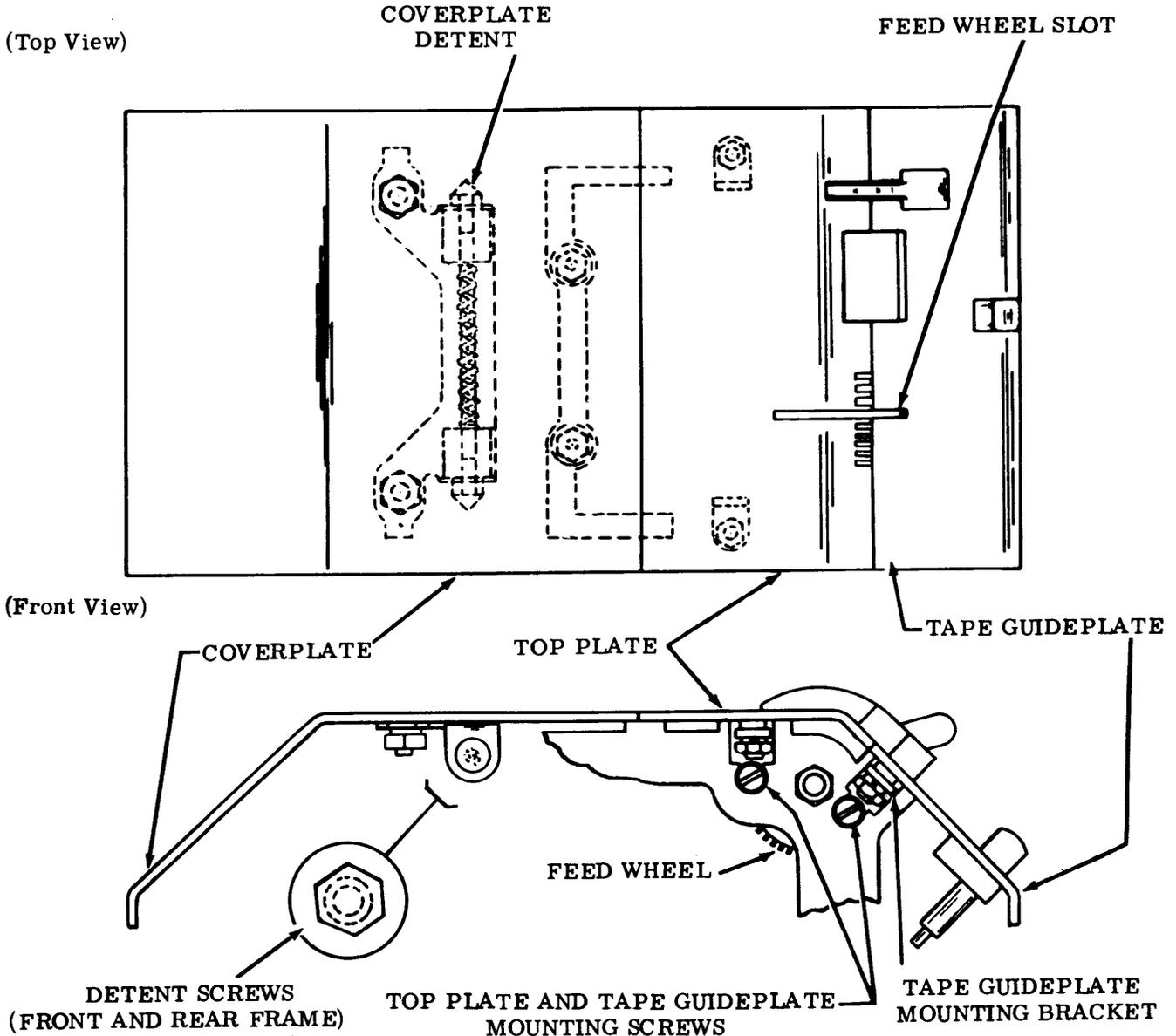
1.02 The 35 transmitter distributor should be lubricated as directed in this section. The figures indicate points to be lubricated and the kind and quantity of lubricant to be used. Lubricate the unit just prior to placing it in service. After a few weeks in service, relubricate to make certain that all points receive lubrication. The following lubrication schedule should be followed thereafter.

1.08 The illustration symbols indicate the following lubrication directions:

<u>Symbol</u>	<u>Meaning</u>
O1	Apply 1 drop of oil.
O2	Apply 2 drops of oil.
O3	Apply 3 drops of oil.
O20	Apply 20 drops of oil, etc.
G	Apply thin film of grease.
SAT	Saturate (felt oilers, washer, wicks) with oil.

1.09 Instructions

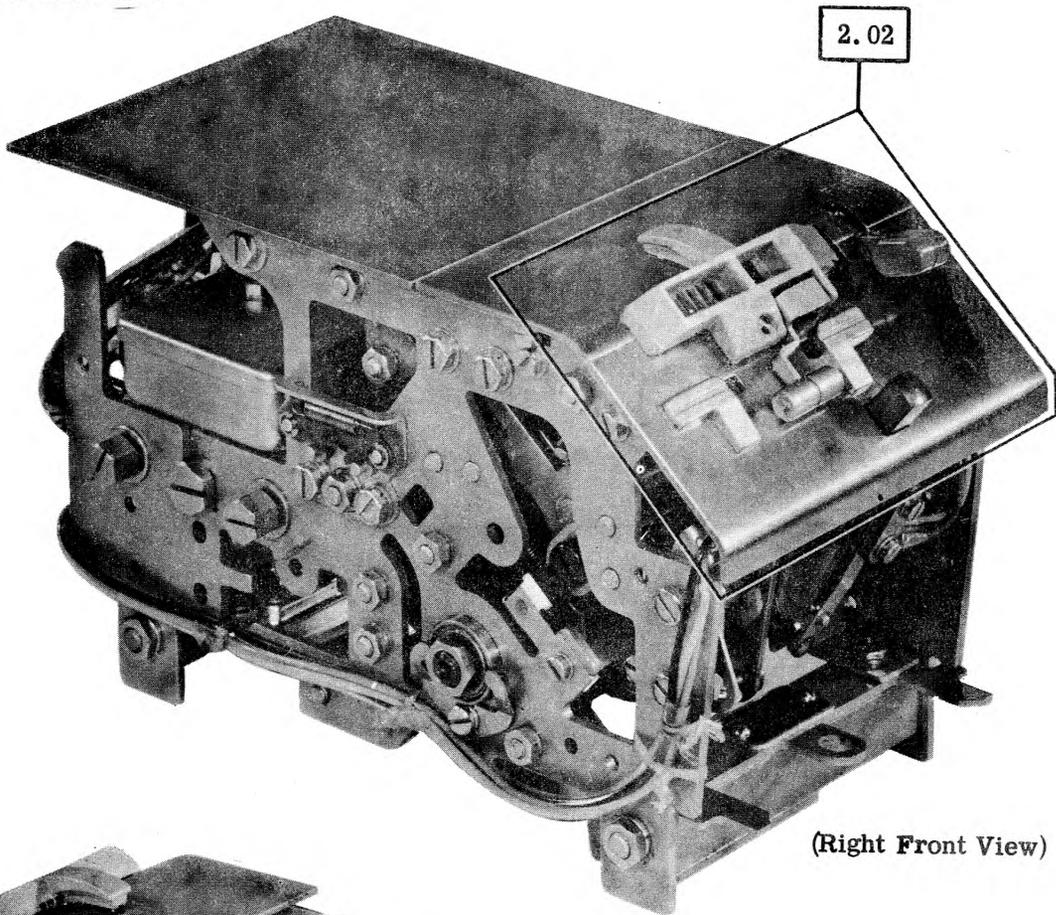
- (1) **REMOVING COVERPLATE:** Lift left end of plate to release the detent fasteners then slide coverplate toward the left. Replace cover in the reverse order.
- (2) **REMOVING TOP PLATE:** Loosen the front and rear mounting screws. Lift top plate upward.
- (3) **REMOVING TAPE GUIDEPLATE:** Loosen the tape guideplate mounting screws. Lift the tape guideplate.



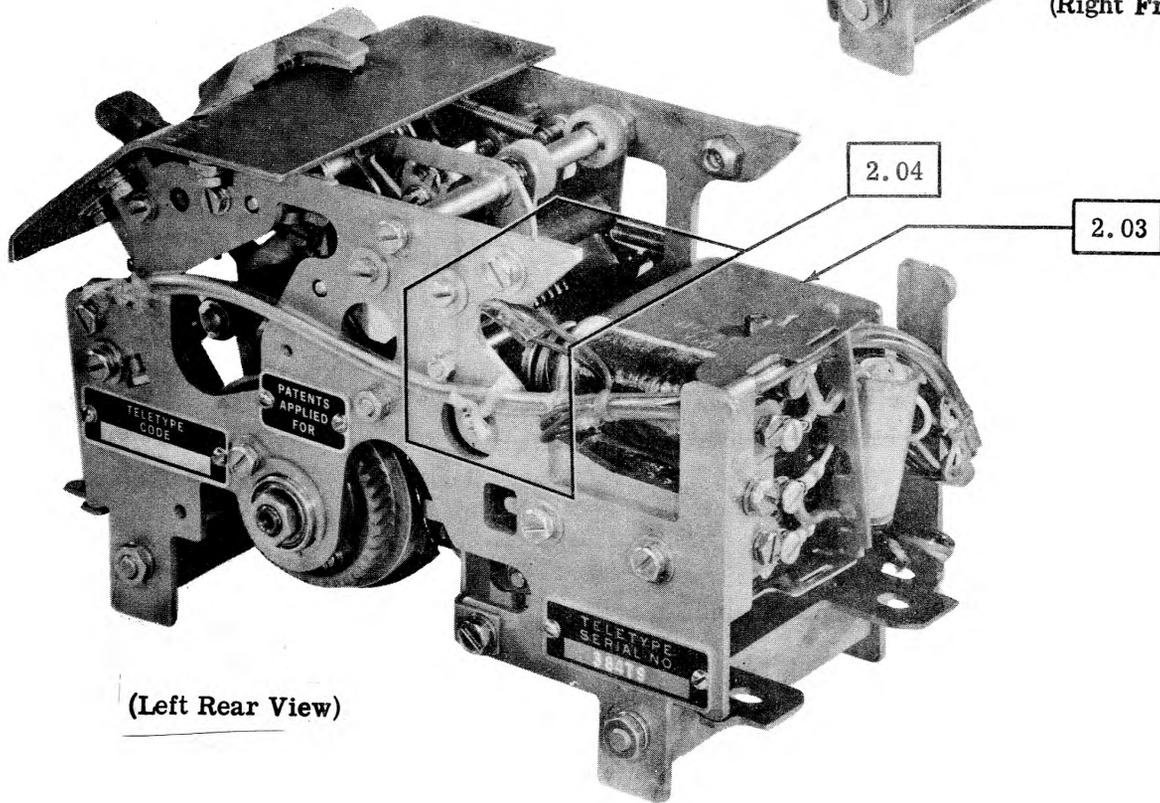
- (4) **REMOVING TRANSMITTER DISTRIBUTOR ASSEMBLY:** Remove the screws which attach the unit to the base, and lift unit up to disengage the gear. Disconnect electrical plug.

2. LUBRICATION

2.01 Transmitter Distributor

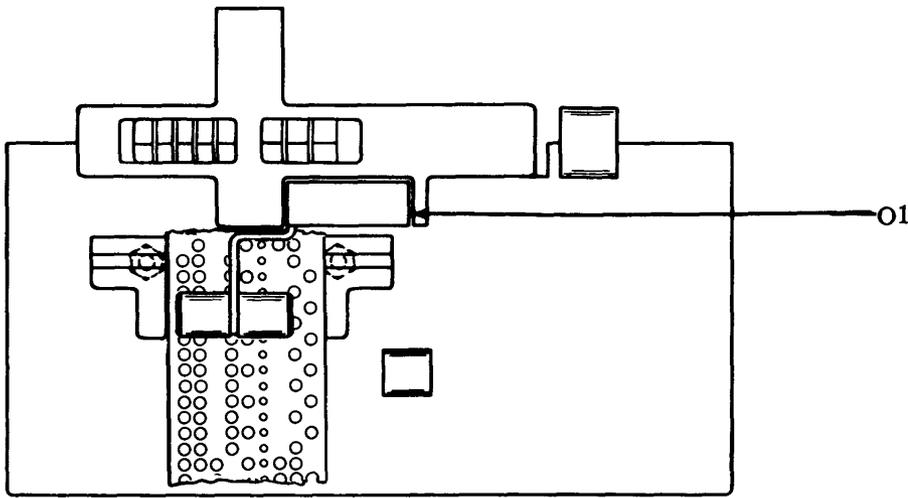


(Right Front View)



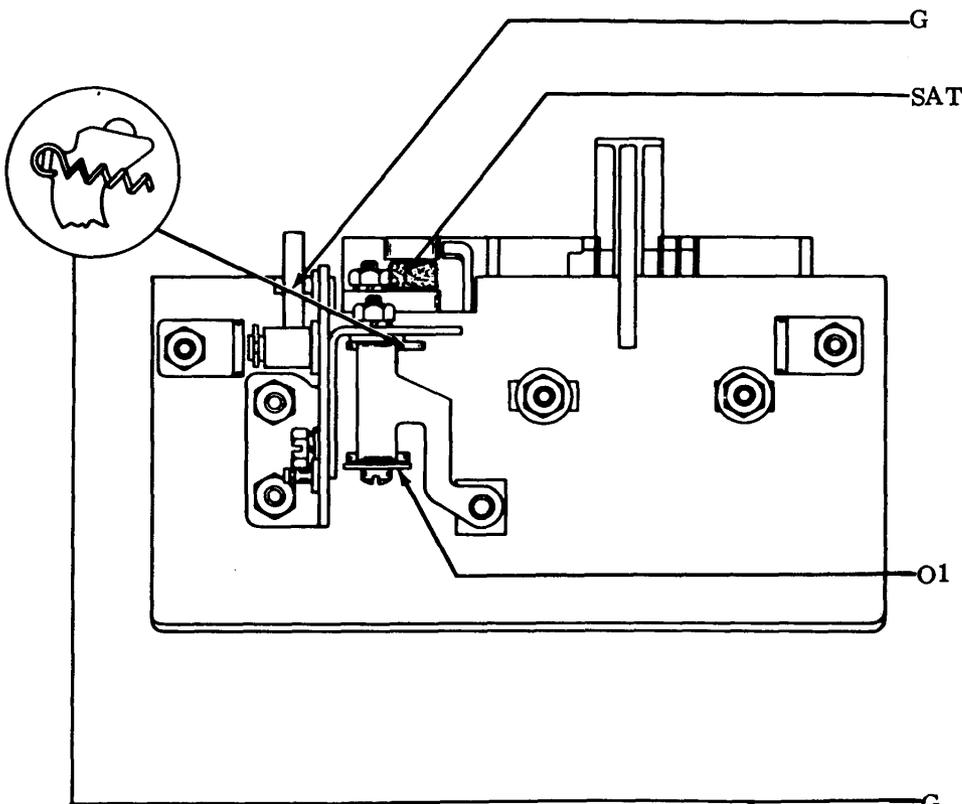
(Left Rear View)

2.02 Tape Guideplate



(Top View)

Bearing Surface
Tight-Tape Bail



(Bottom View)

Detent Teeth
Start-Stop Lever

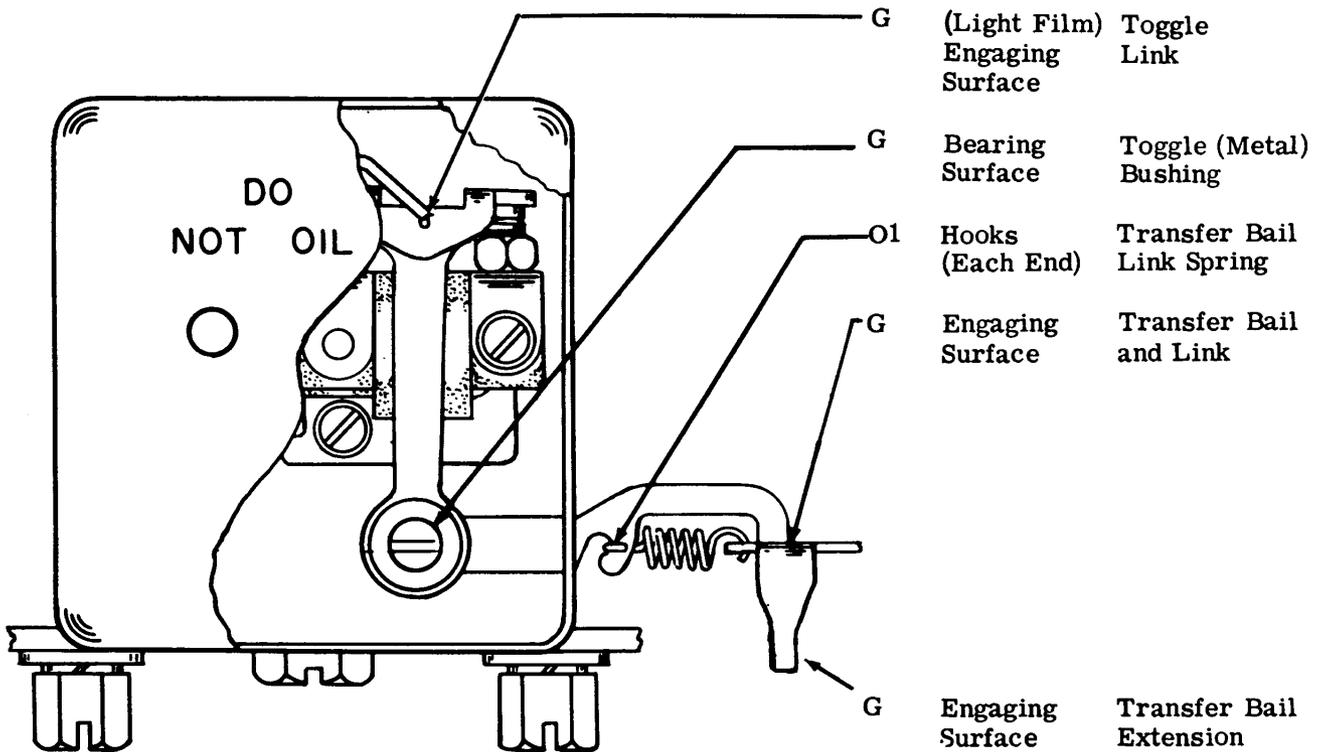
Felt Washer
Tape Lid Shaft

Bearing Surface
Tape Lid Release Bail

Latching Surface
Tape Lid Latch

Hooks (Each End)
Tape Lid Latch Spring

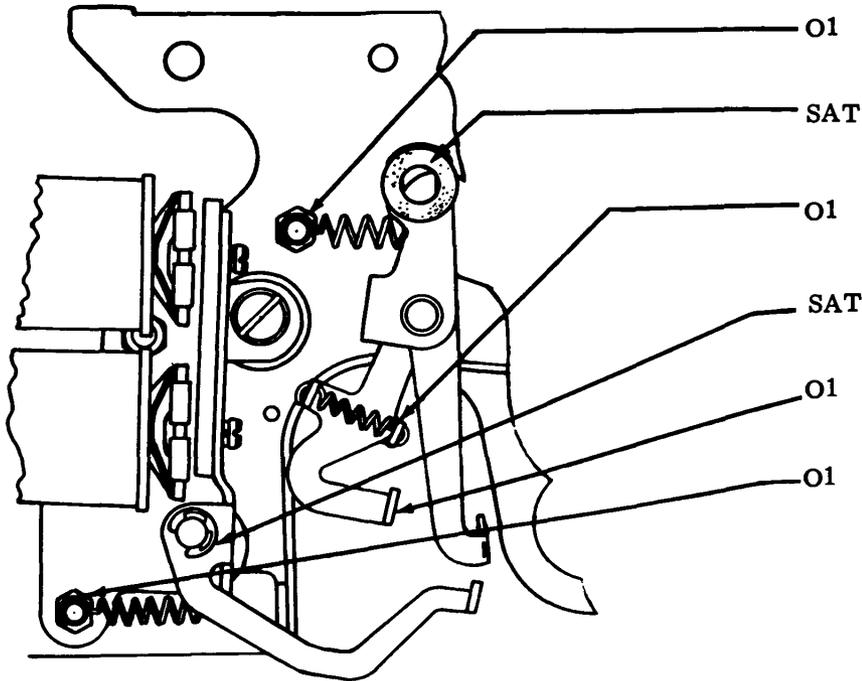
2.03 Signal Contact Assembly



(Top View)

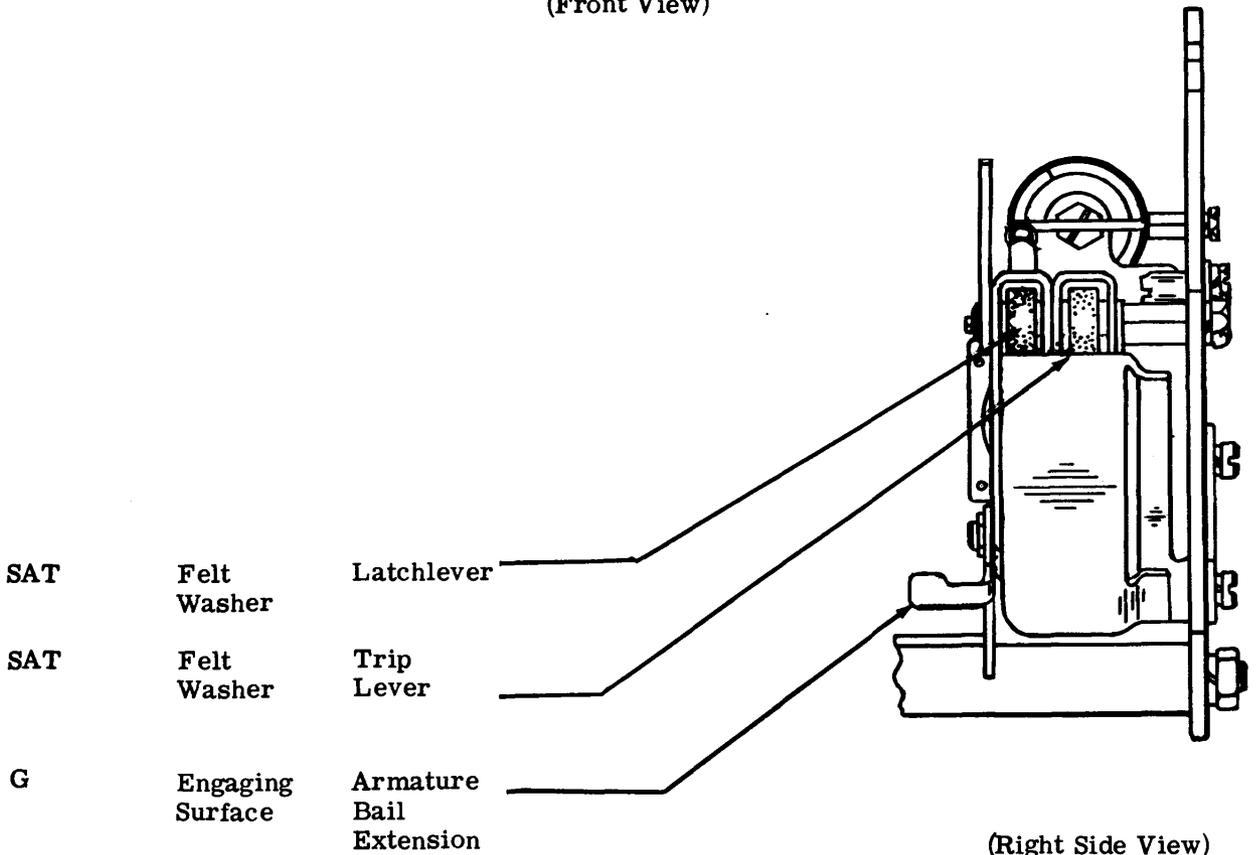
Note: The marking DO NOT OIL on the signal contact box should be interpreted literally. Portions of the mechanism should be greased as indicated, but no oil should be used.

2.04 Clutch Trip Assembly



- | | | |
|-----|------------------|-------------------|
| O1 | Hooks (Each End) | Latchlever Spring |
| SAT | Felt Washer | Clutch Trip Bail |
| O1 | Hooks (Each End) | Trip Lever Spring |
| SAT | Felt Washers | Armature Bail |
| O1 | Engaging Surface | Trip Lever |
| O1 | Hooks (Each End) | Armature Spring |

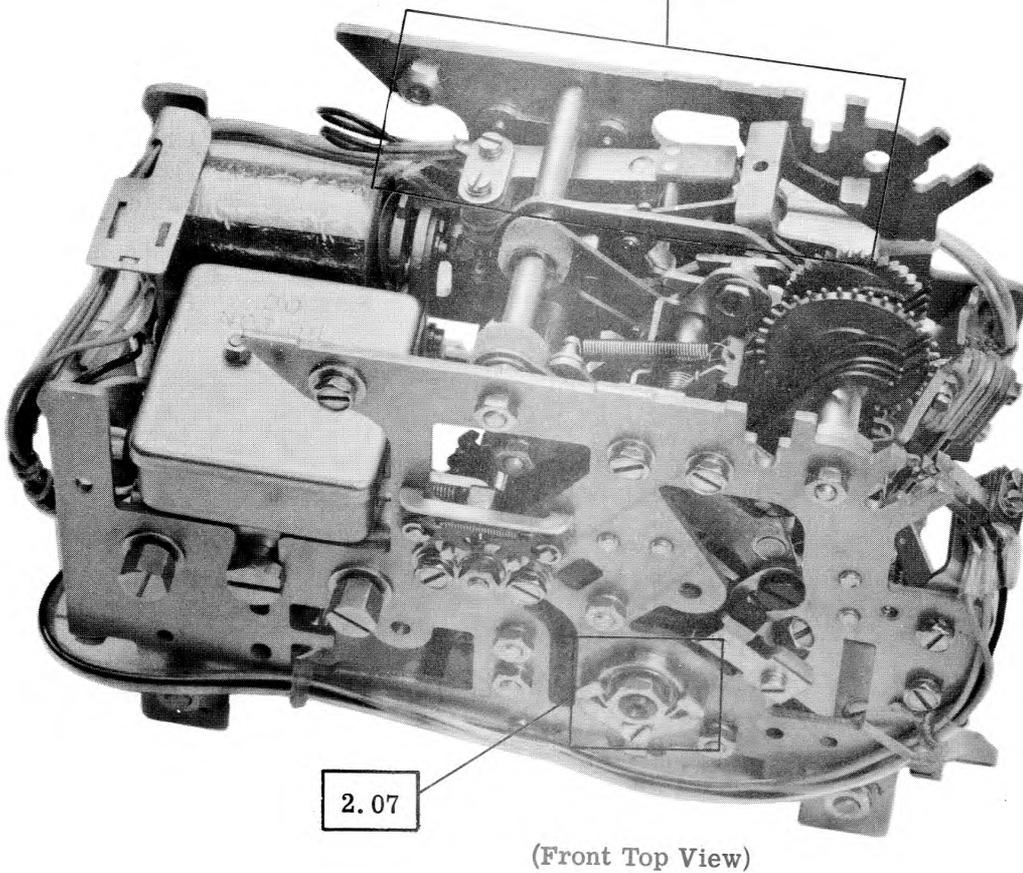
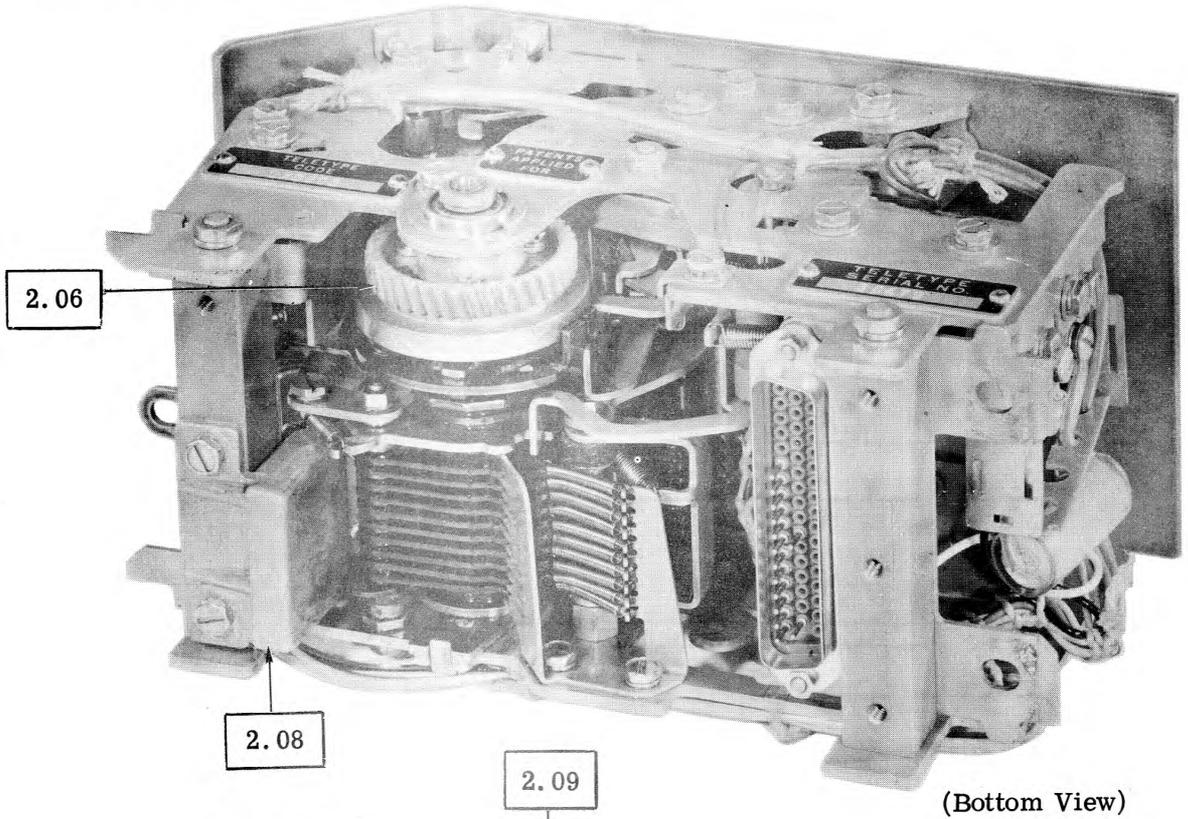
(Front View)



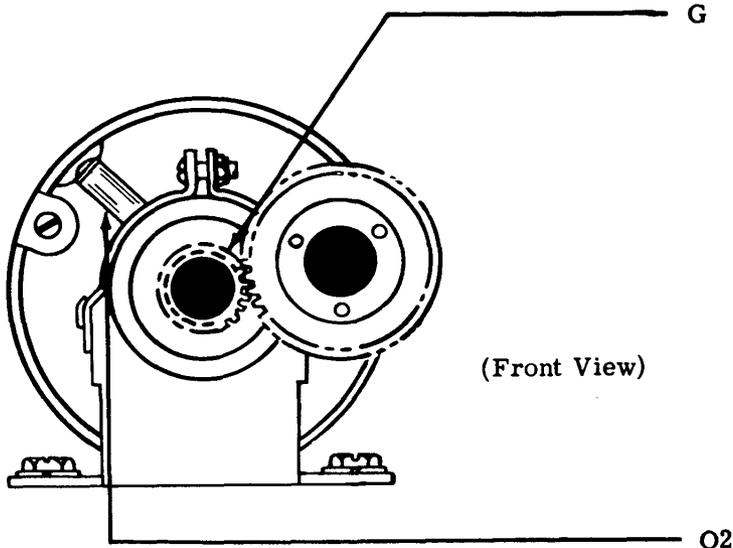
- | | | |
|-----|------------------|-------------------------|
| SAT | Felt Washer | Latchlever |
| SAT | Felt Washer | Trip Lever |
| G | Engaging Surface | Armature Bail Extension |

(Right Side View)

2.05 Transmitter Distributor

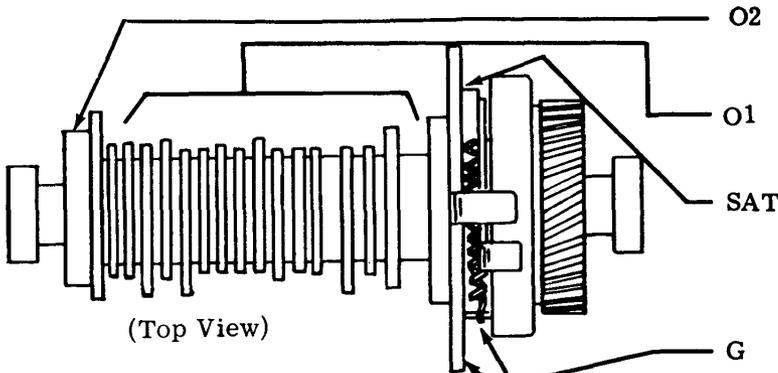


2.06 Gear Train



Teeth
Motor
Pinion

2.07 Main Shaft



Ball
Oiler
Motor
Bearing

Camming
Surface
Driving Arm
Cam

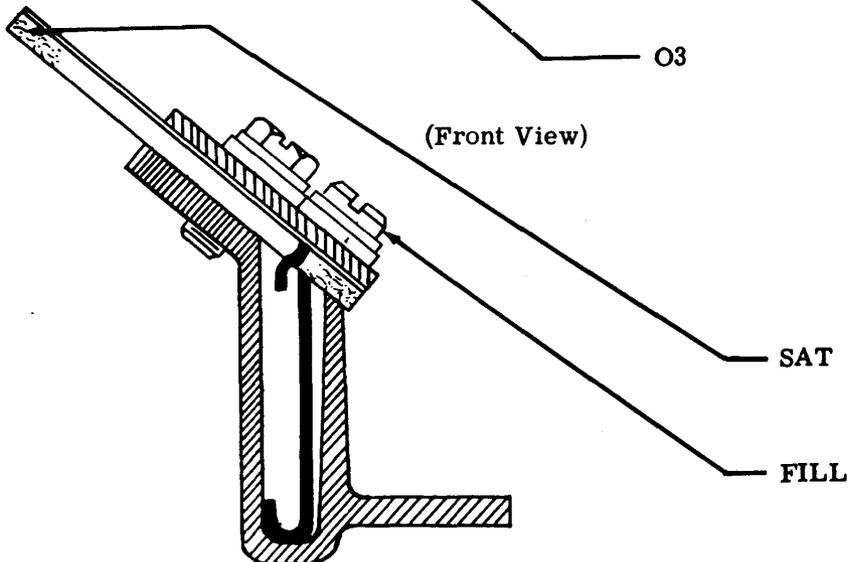
Camming
Surfaces
Cam
Sleeve

Internal
Mechanism
and Felt
Wick

Hooks
(Each End)
Clutch
Shoe Lever
Spring

Camming
Surface
Clutch
Disc

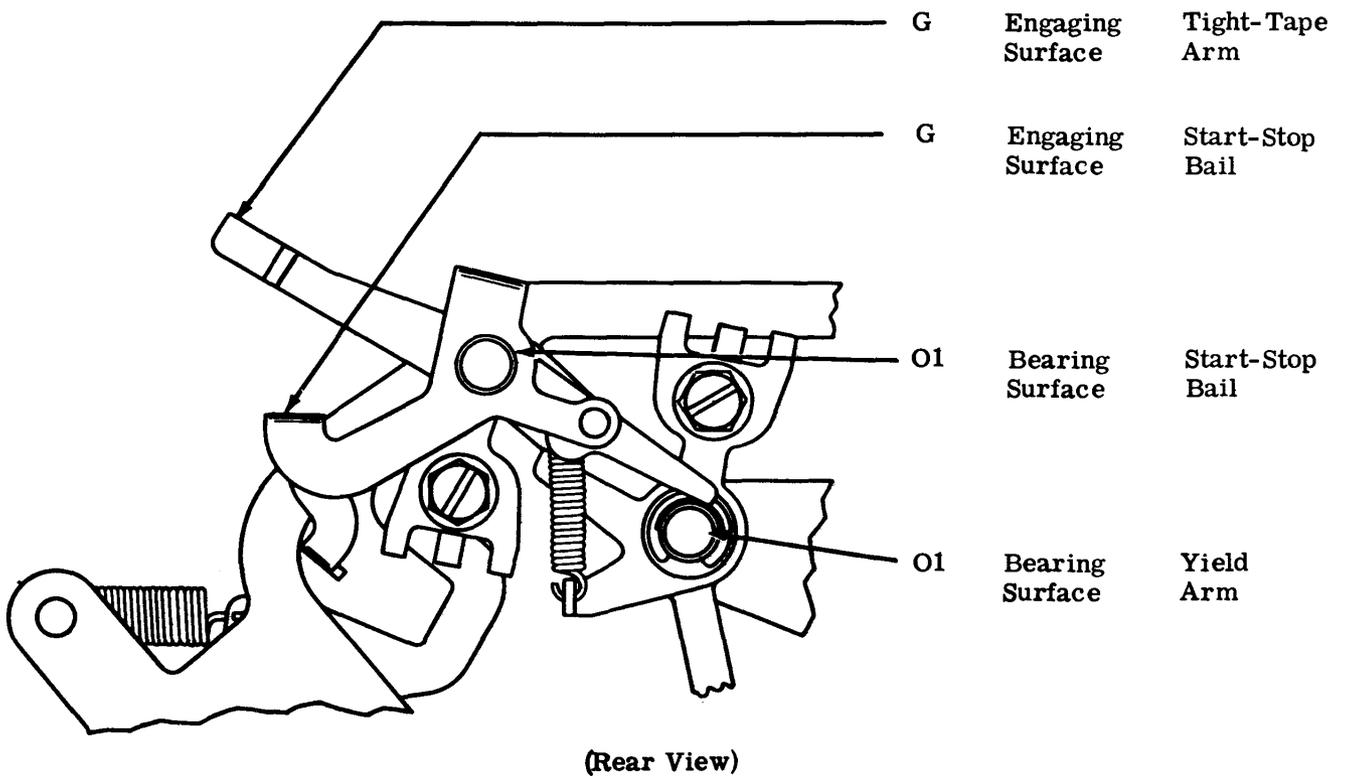
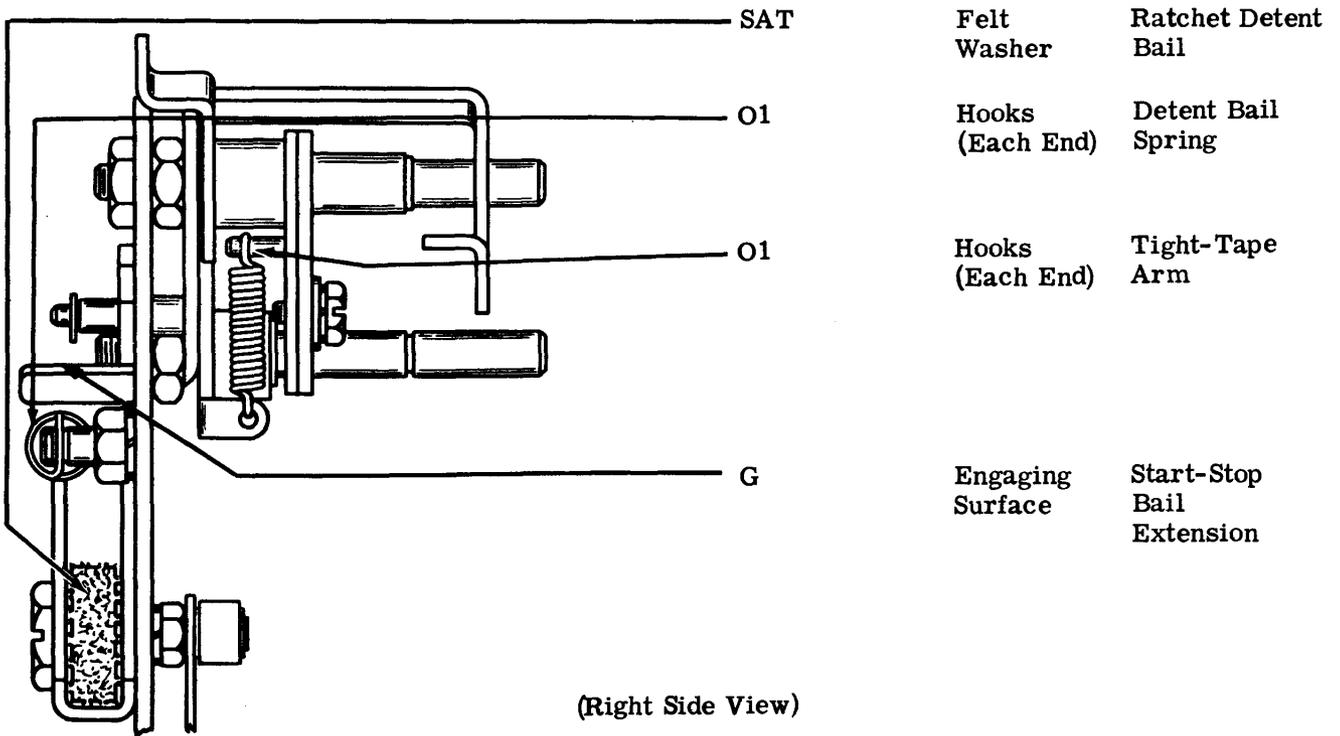
2.08 Oil Reservoir



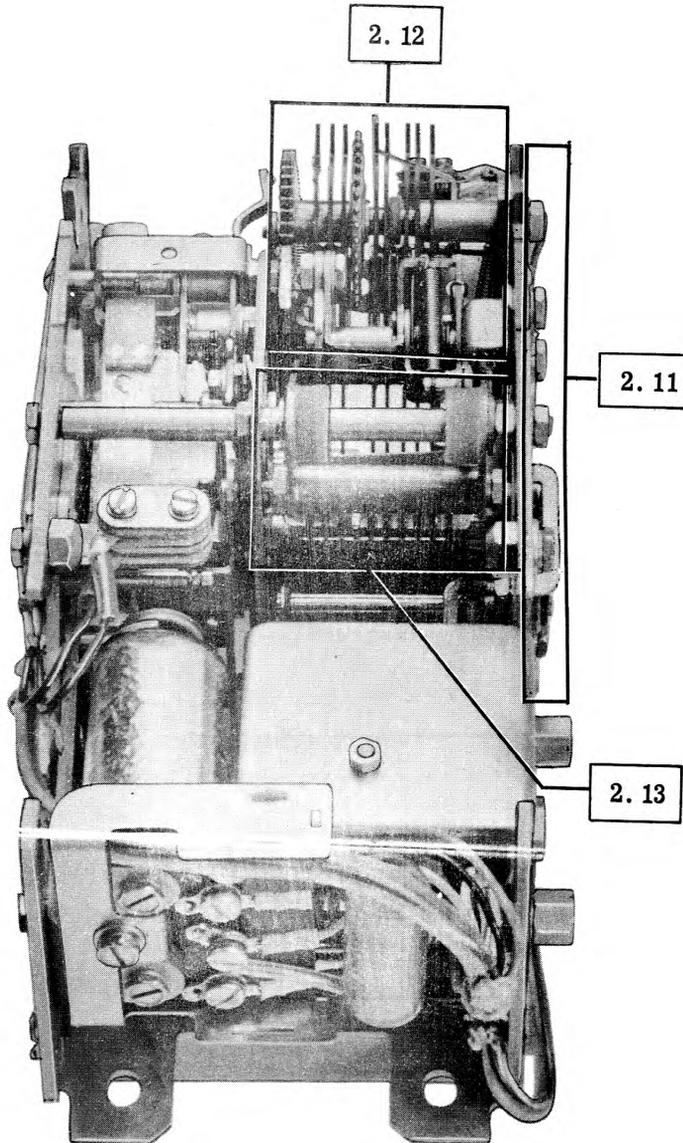
Leather
Wick
Cam
Oiler

Reservoir
Cam
Oiler

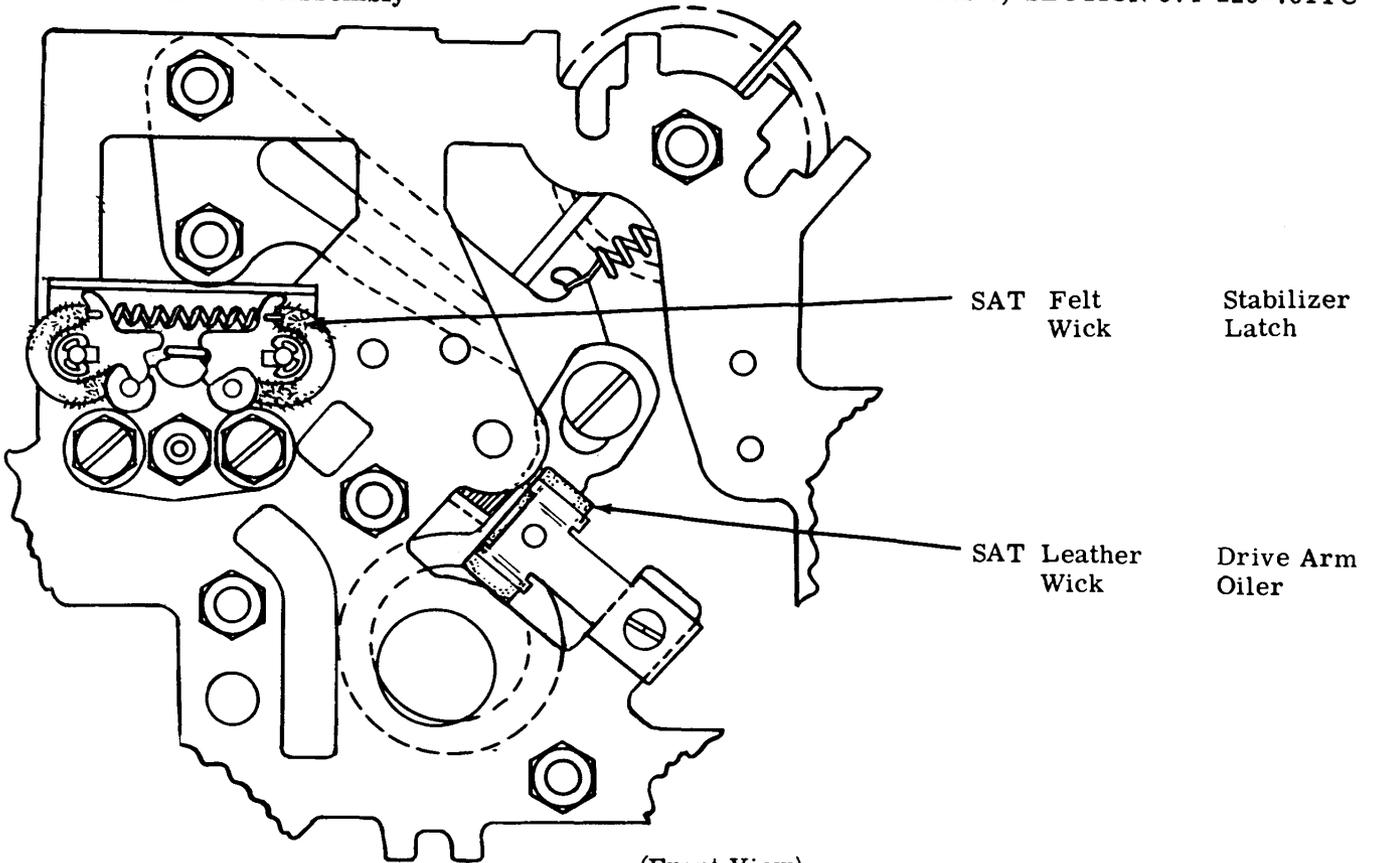
2.09 Center Plate Assembly



2.10 Transmitter Distributor

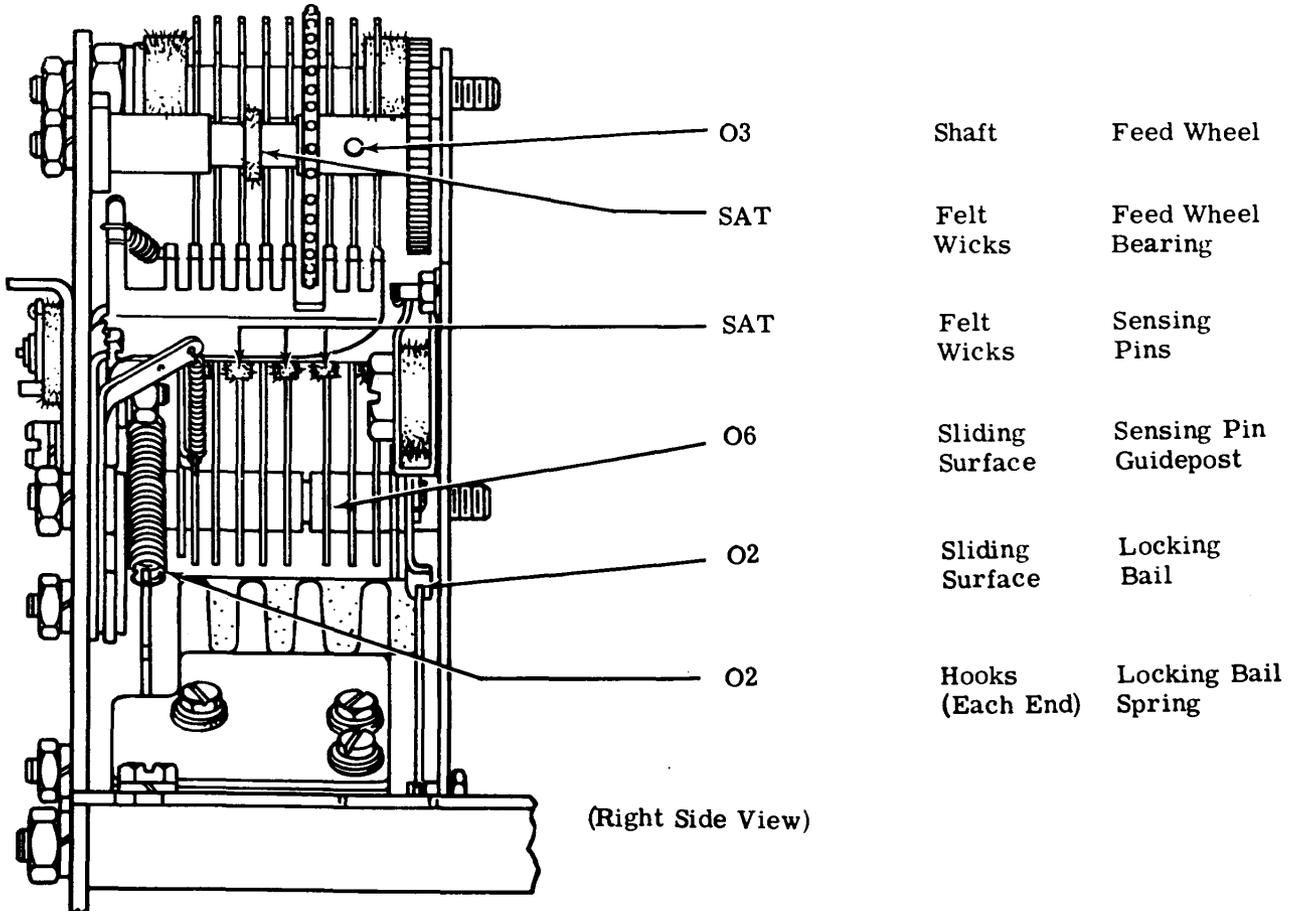


(Left Top View)



(Front View)

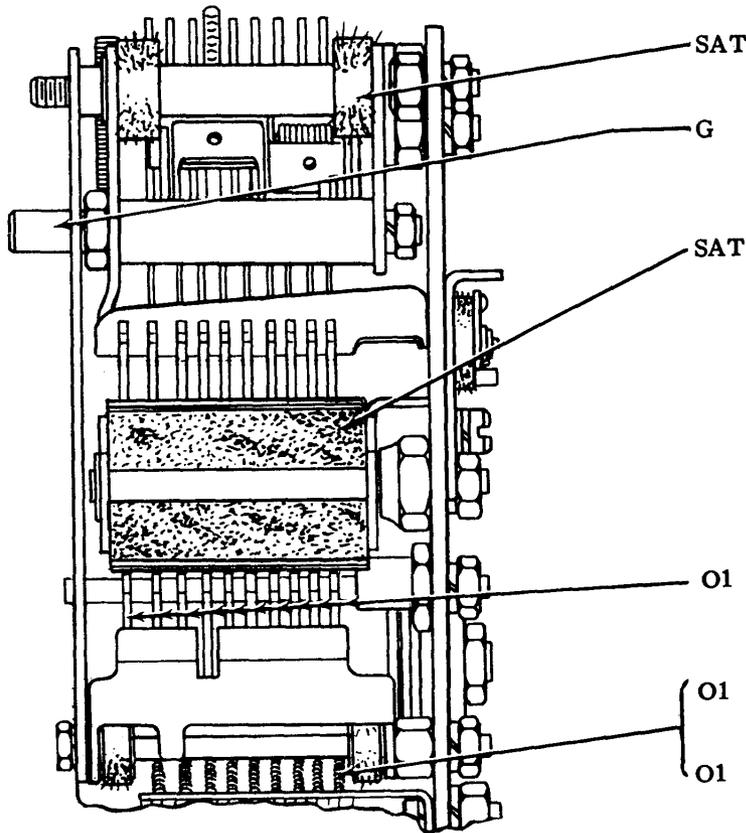
2.12 Sensing and Feed Mechanism



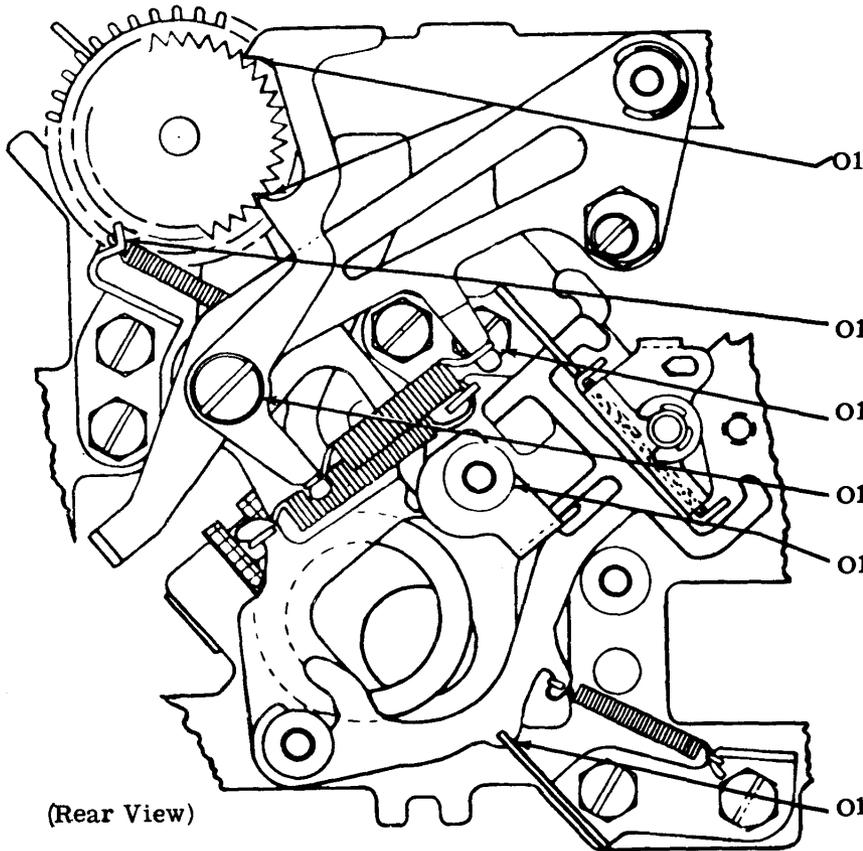
(Right Side View)

2.13 Transfer Mechanism

(Left Top View)



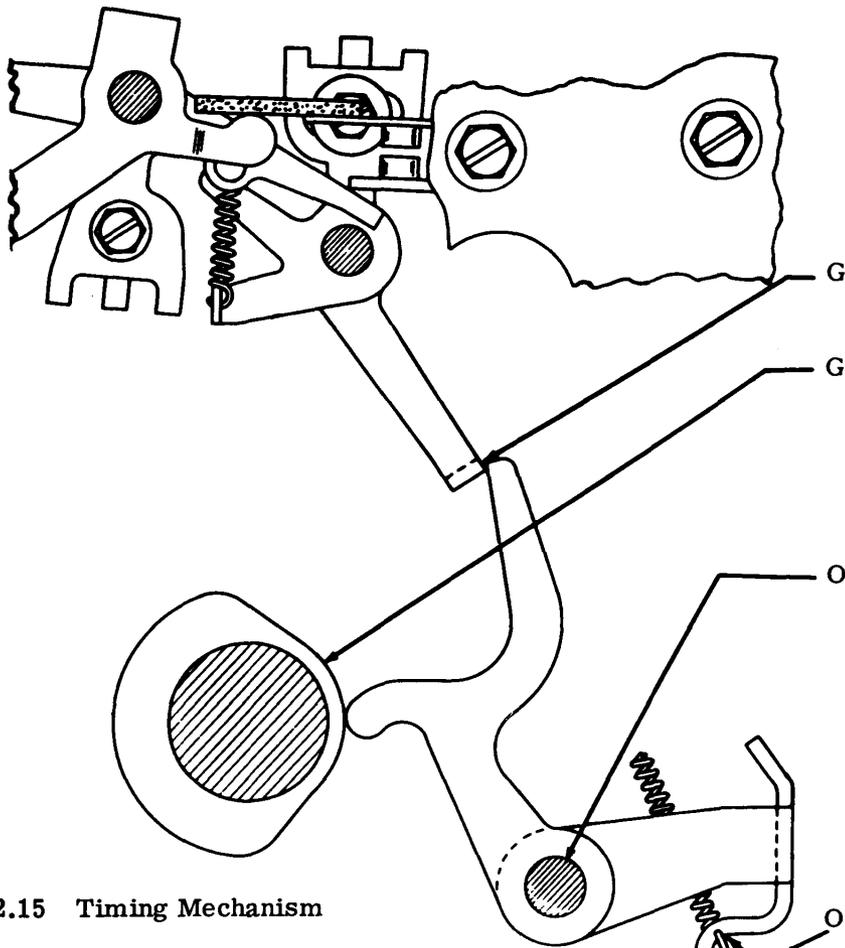
- Each Felt Washer Main Bail Pivots
- Sliding Surface Bail Drive Post
- Leather Pad Transfer Bail
- Sliding Surfaces Transfer Levers
- Hooks (Each End) Transfer Lever Springs
- Hooks (Each End) Locking Bail Spring



(Rear View)

- Teeth Feed Pawl and Ratchet Wheel
- Hooks (Each End) Main Bail Spring
- Hooks (Each End) Feed Pawl Spring
- Sliding Surface Feed Pawl Pivot
- Engaging Surface Locking Bail
- Sliding Surface Transfer Levers

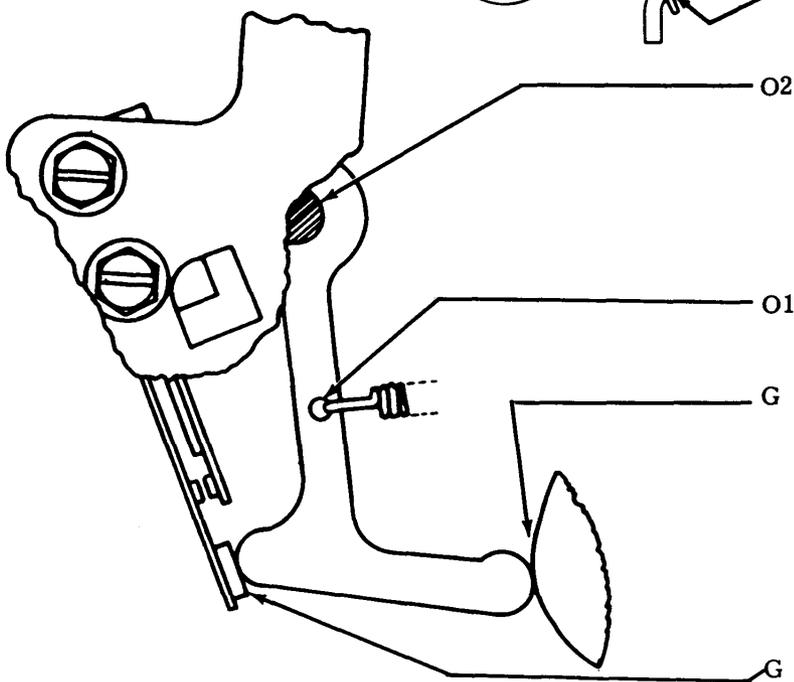
2.14 Rubout Sensing Mechanism



(Rear View)

- | | | |
|----|------------------|-------------|
| G | Engaging Surface | Timing Arm |
| G | Light Film | Timing Cam |
| O2 | Bearing Surface | Timing Bail |
| O1 | Hooks (Each End) | Spring |

2.15 Timing Mechanism

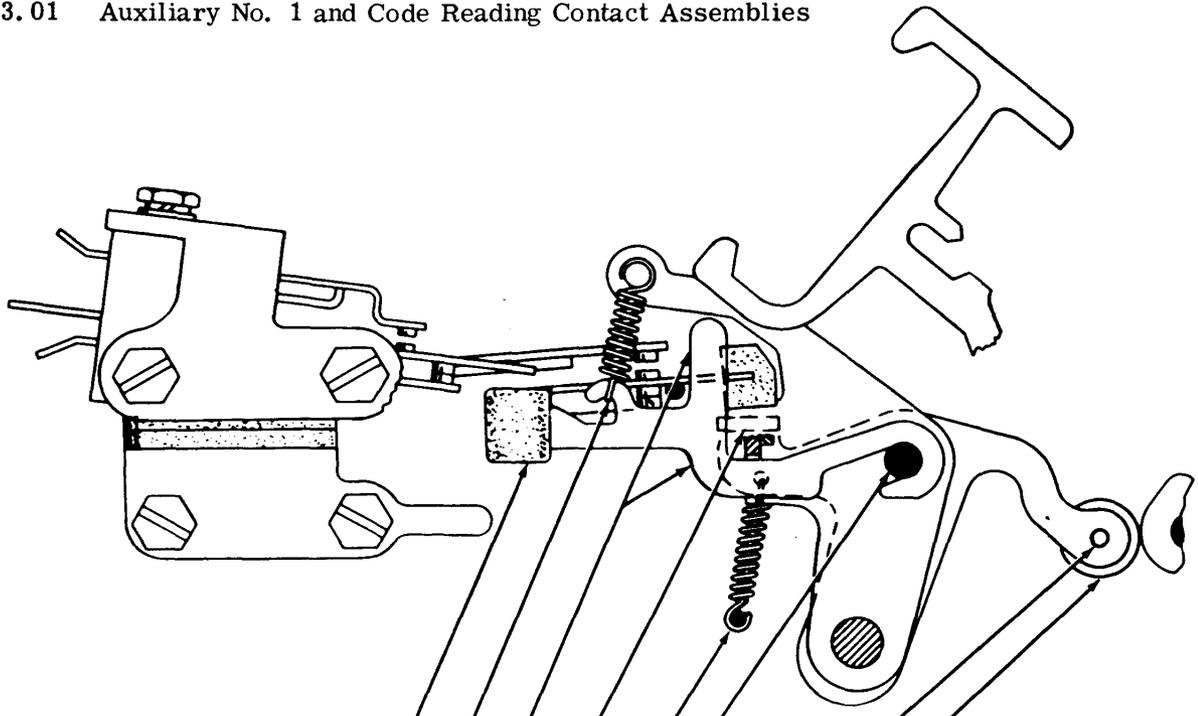


(Rear View)

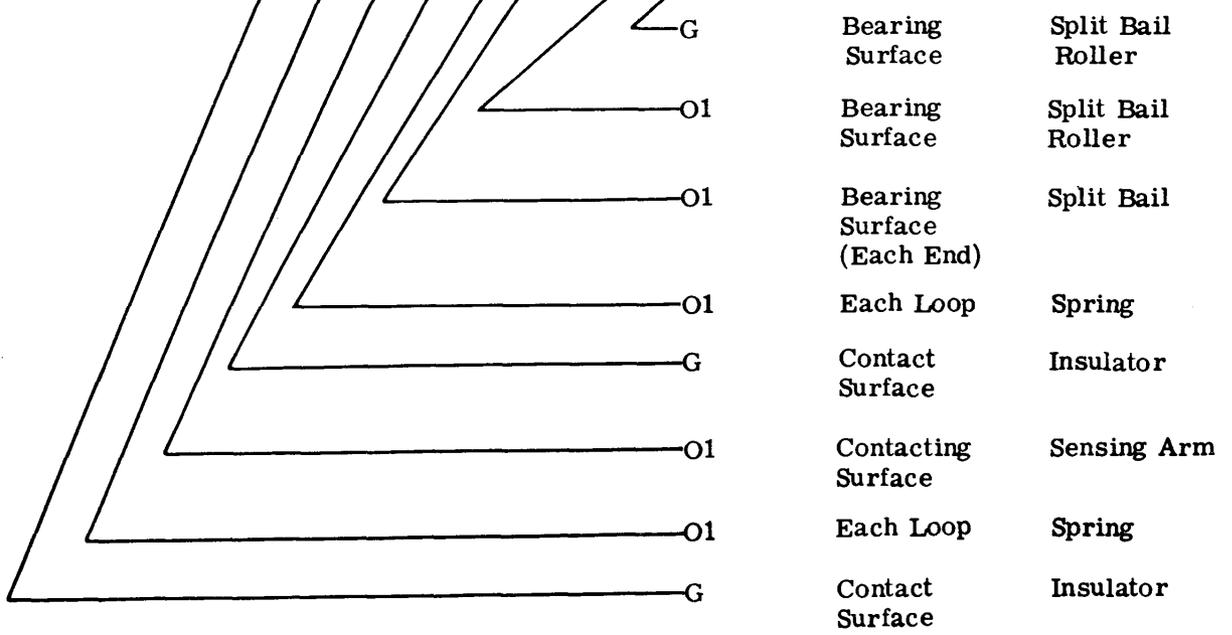
- | | | |
|----|-------------------|--------------|
| O2 | Bearing Surface | Cam Follower |
| O1 | Hooks (Each End) | Spring |
| G | Light Film | Cam |
| G | Insulator Surface | Swinger |

3. VARIABLE FEATURES

3.01 Auxiliary No. 1 and Code Reading Contact Assemblies



(Front View)



3.02 Auxiliary No. 2 Contact Assembly

