

35 TYPING REPERFORATOR
DISASSEMBLY AND REASSEMBLY

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1. GENERAL

1.01 Disassembly as outlined in this section covers a procedure for removing the principle sub-assemblies which make up the unit.

1.02 The technician should refer to the exploded views found in the appropriate parts literature for an illustration of the mechanism to be disassembled, for location and visual identification of parts and detailed disassembly and reassembly features.

1.03 Most maintenance, lubrication and adjustments can be accomplished simply by removing the subject component from the cabinet. If possible, disassembly should be confined to sub-assemblies, which can, in some cases, be removed without disturbing adjustments. When reassembling the sub-assemblies, be sure to check all associated adjustments, clearances and spring tensions.

1.04 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 can be replaced when the part is remounted.

1.05 Retaining rings are made of spring steel and have a tendency to release suddenly when being removed. Loss of these retainers can be minimized as follows: Hold the retainer with the left hand to prevent it from rotating. Place the blade of a suitable screwdriver in one of the slots of the retainer. Rotate the screwdriver in a direction to increase the diameter of the retainer for removal.

1.06 Avoid loss of springs in disassembly by holding one spring loop with the left hand while gently removing the opposite loop with a spring hook. Do not stretch or distort springs in removing them.

1.07 Lift upward on the Reperforator Cover and remove it.

2. DISASSEMBLY AND REASSEMBLY

2.01 In removing a sub-assembly from the unit, the procedure followed and the location from which parts are removed must be carefully noted so that reassembly can be done correctly. Where no specific instructions are given for reassembly, reverse the procedure used in removing it.

2.02 Unplug the connecting cable at the rear of the unit. Remove the screw, lock washer and washer which secures the TP170199 anchor bracket to the base plate. Remove the three casting mounting screws, lock washers, and washers. Remove the Typing Reperforator from the base.

SELECTOR MECHANISM

2.03 Remove the screw, nut and lock washer that secure the selector clutch drum to the main shaft. Place the TP170238 reset bail in its raised position. Hold the TP170198 stop lever and the TP170236 marking lock lever out of the way while slowly pulling forward on the cam-clutch until it is removed.

2.04 Unhook the spring on the TP150355 function clutch latch lever. Remove the TP156472 spring post by removing its lock nut

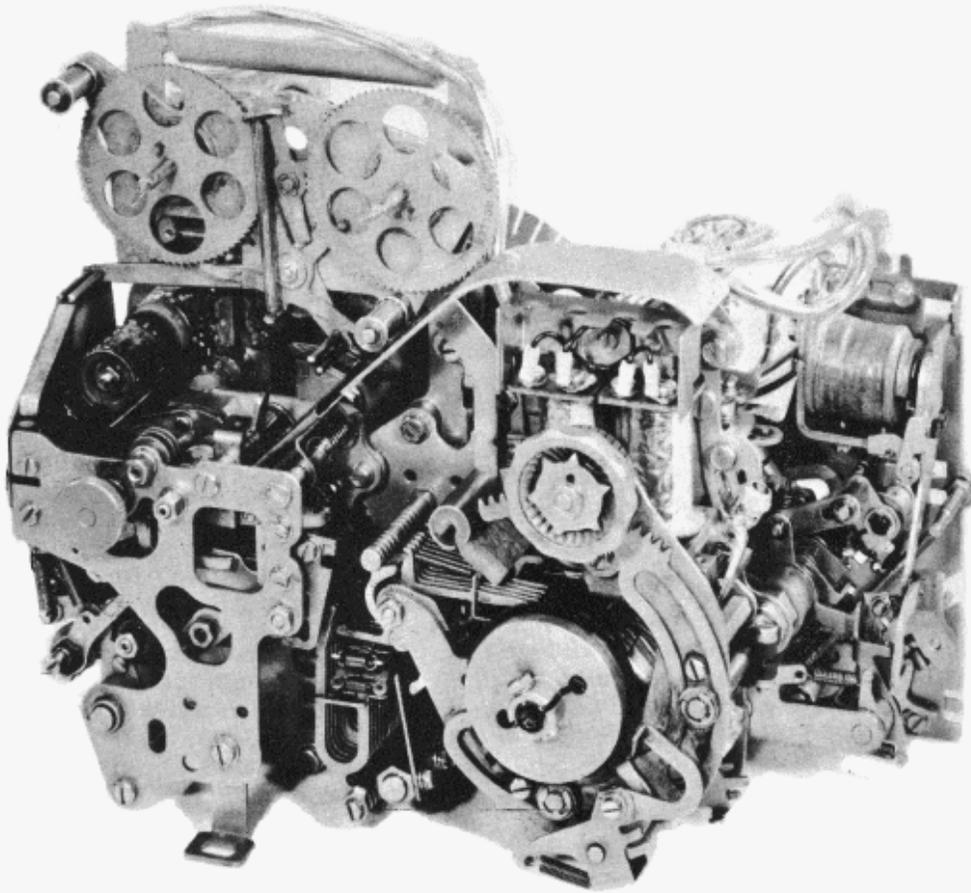


Figure 35. Typing Reperforator - Right Front View

and lock washer. Remove the screw and lock washer that secure the TP170234 selector lever guide to the selector plate. Remove the oil wick holder. The selector mechanism can now be taken off.

RIBBON FEED MECHANISM

2.05 Remove the ribbon. Remove the two mounting screws that mount the ribbon feed mechanism plate. Remove the ribbon feed mechanism.

PERFORATOR MECHANISM

2.06 Remove spring from the TP156412 perforator drive link and the TP170211 rocker arm.

2.07 Remove the TP159621 pivot screw with lock washer from the TP159622 perforator adjusting clamp. Remove the TP151631 and TP151632 mounting screws (with lock washers and flat washers) that fasten the TP156024 rear plate to the main plate. Remove the perforator mechanism.

2.08 To remount the perforator mechanism, reverse the procedure used to remove it. Make certain that the TP162763 reset bail fits in the fork of the TP170203 reset bail trip lever and that the TP173756 print hammer fits in its slot in the perforator mechanism.

TRANSFER MECHANISM

2.09 Remove the TP151736 main trip lever spring. Remove the TP151631 and TP151632 mounting screws (with lock washers and flat washers) from the TP192820 transfer mounting bracket. Remove the transfer mechanism.

TYPING MECHANISM

2.10 To remove typing mechanism, remove the TP156872 operating blade from the rocker bail assembly by removing its two mounting screws with lock washers, flat washers and shims. Remove the retaining ring and disconnect the TP159512 printing trip link. Remove the nut, lock washer and flat washer from the TP156396 eccentric on the TP162350 rocker bail, and disconnect the TP159526 oscillating drive link. Remove TP33828 spring from the TP173981 accelerator and the spring from the TP156252 lifter.

2.11 Remove screw with lock washer that fastens the TP159434 lifter plate to the bar on the frame. Remove the screw with lock

washer that secures the TP159525 axial bracket to the post on the frame. Remove the TP151631 screw (with lock washer and flat washer) that fastens the TP192829 function box front plate to the TP192898 main plate. Remove the TP119653 retaining ring from the TP159659 idler gear eccentric shaft. Remove the eccentric shaft, TP159536 idler gear, TP151629 special nut and lock washer by removing the TP159658 mounting screw. Remove the three TP151631 screws (with lock washers and flat washers) that secure the TP192831 front plate to the frame. Remove the typing mechanism from the frame.

2.12 To remove function box mechanism, remove the TP151631 mounting screw (with lock washer and two flat washers) that passes through the TP192844 function box rear plate into the TP192831 front plate. Remove the function box from the typing mechanism.

2.13 To remove axial plate assembly, remove the TP3870 correcting drive link spring. Remove the TP156413 correcting drive link by removing the retaining ring from the TP156378 axial correcting plate. Remove the retaining ring and disconnect the TP192883 ribbon guide from the TP192882 ribbon oscillating lever.

2.14 Remove the three mounting screws and lock washers from the TP159525 axial plate. Remove the axial plate assembly.

2.15 To remount the axial plate assembly, reverse the procedure used to remove it. The rearmost tooth of the rack on the TP173775 typewheel shaft must mesh with the rearmost tooth space in the TP156294 axial sector, and the forward tooth space on the shaft: there is an extra tooth space on the forward portion of the shaft's rack.

2.16 After the function box mechanism and axial plate assembly have been removed, the remainder of the typing mechanism is the front plate assembly.

2.17 To remove pushbars after removing the typing mechanism, remove the function box mechanism front the typing mechanism. Remove the pushbar by disengaging the pushbar rack from its associated pinion.

2.18 The correct gear tooth engagement of racks for pushbars 1 through 5 is as follows: In assembling the pushbars to the various eccentric assemblies, great care must be exercised to assure the correct rack-pinion gear mesh. The correct mesh is such that the first

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tooth on the pinion and the first tooth space on the rack are meshed. On later units this is identified by a mark on the push bar and a mark on the eccentric. The last tooth on the pinion and the last tooth space on the rack should therefore also mesh.

CAUTION: MISALIGNMENT OF THE MESH BY AS LITTLE AS ONE TOOTH WILL PRODUCE A JAM IN THE MACHINE AND CAUSE PART BREAKAGE IF THE MACHINE IS PUT UNDER POWER WHILE THIS CONDITION EXISTS.

ROCKER BAIL ASSEMBLY

2.19 Disconnect the TP156937 printing drive link by removing the retaining ring at its left end. Remove the TP3598 nut, lock washer, flat washer, felt washer, bushing and TP151632 screw from the TP156871 operating blade mounting bail.

2.20 Remove the nut, lock washer and TP156921 adjusting lever guide, and remove the TP156366 rocker bail shaft. Remove the rocker bail.

MAIN SHAFT ASSEMBLY

2.21 Remove the spring from the function clutch latch lever. Remove the retaining ring, spring washer and flat washers from the forward end of the TP170201 main shaft.

2.22 Remove the screw and lock washer from the TP150000 function clutch drum. Remove the screw and lock washer from the TP173340 collar. Remove the screw and lock washer from the TP158745 bearing clamp.

2.23 Pull main shaft out of rear of unit, removing the cam-clutch and collar.

CAUTION: NOTE THE LOCATION OF THE MAIN SHAFT NEEDLE ROLLER BEARINGS AS SHOWN ON ILLUSTRATIONS OF PARTS IN APPROPRIATE SECTION. MOVE THE MAIN SHAFT TOWARD THE REAR OF THE UNIT A SMALL AMOUNT AT A TIME AND EXERCISE CARE NOT TO DROP OR CONTAMINATE THE 20 NEEDLE ROLLERS IN EACH RACE. A SMALL SPRING MAY BE STRETCHED AROUND THE SHAFT AND ROLLERS WITH THE ENDS OF THE SPRINGS HOOKED TOGETHER. THE GARTER SPRING IN CONJUNCTION WITH THE GREASE, WILL HOLD THE ROLLERS IN PLACE. WHEN REPLACING THE MAIN SHAFT, MAKE SURE THE ROLLERS ARE CLEAN. LUBRICATE THE RACE AND BEARINGS WITH BEACON 325 GREASE (TP195298). APPLY A LIBERAL AMOUNT OF OIL AT EACH END OF THE BEARING SLEEVE.

Note; When the main shaft is inserted in the cam-clutch, hold the latter firmly so that the drum is not pushed off the clutch. Compress the drum and cam disk together so that holes in the drum and clutch bearings are aligned.