

35 EDGE PUNCHED CARD

TYPING REPERFORATOR SET BASE (2A BASE)

ADJUSTMENTS

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magnet driver assembly, and associated electrical components required for set operation. See Figure 2.

1.03 The adjustments are arranged in a sequence that should be followed if a complete readjustment of the unit were undertaken. A complete adjusting procedure should be read before attempting to make the adjustment. After an adjustment is completed, be sure to tighten any nuts or screws that may have been loosened, unless otherwise instructed. If an adjustment is changed, related adjustments should be checked.

1.04 When a requirement calls for a 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.

Note: When the distributor shaft is rotated by hand, the clutch does not fully disengage upon reaching its stopposition. In order to relieve drag and permit the shaft to rotate freely, apply pressure on the lug of the clutch disc with a screwdriver to cause it to engage its latchlever and fully disengage the clutch.

1. GENERAL

1.01 This section contains the requirements and adjustments for the basic mechanisms mounted on the 35 Edge Punched Card Typing Reperforator Set Base (2A BASE — Figure 1). It is reissued to add engineering changes, replace the photographs with photographs of current design units, and to eliminate a figure. Arrows in the margin indicate changes and additions.

1.02 The basic mechanisms mounted on the base include a motor unit, gear and pulley assembly, distributor assembly, selector

1.05 For disassembly and reassembly instructions on the removal and replacement of mechanisms associated with the base, refer to Section 574-244-702. For further information regarding location of parts, refer to the exploded views in Section 574-244-800.

CAUTION: DISCONNECT POWER BEFORE CHECKING OR MAKING ADJUSTMENTS. WHERE OPERATION UNDER POWER IS REQUIRED IN THE ADJUSTMENT PROCEDURE, APPROPRIATE PRECAUTIONARY MEASURES SHOULD BE TAKEN TO PREVENT ACCIDENTS.

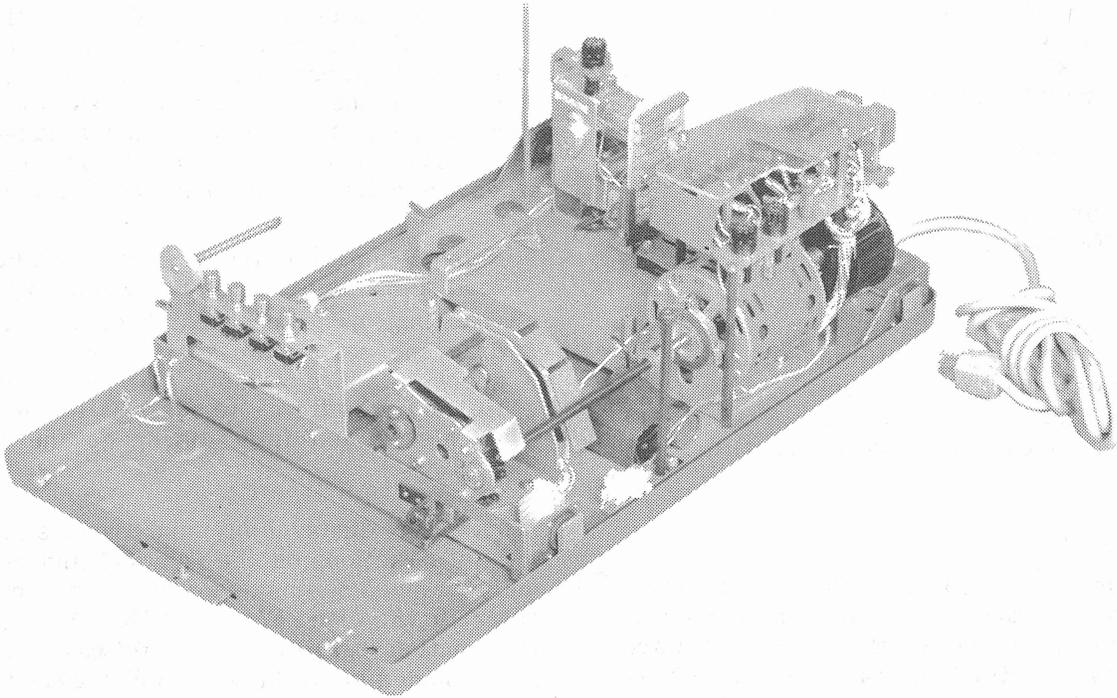
SECTION 574-244-700

1.06 The adjusting illustrations indicate tolerances, positions of moving parts, spring tensions, and the angle at which the spring scales should be applied. The spring tensions are indicated values and must be checked with proper scales in the position specified. Springs which do not meet the requirements, and for which there are no adjusting procedures, should be discarded and replaced by new springs. The tools required to make the adjustments and check spring tensions are not supplied with the equipment, but are listed in the appropriate section. The special feed wheel gauge is supplied with the base.

1.07 References made to left or right, up or down, front or rear, etc, apply to the unit in its normal operating position as viewed from the operator's position in front of the unit.

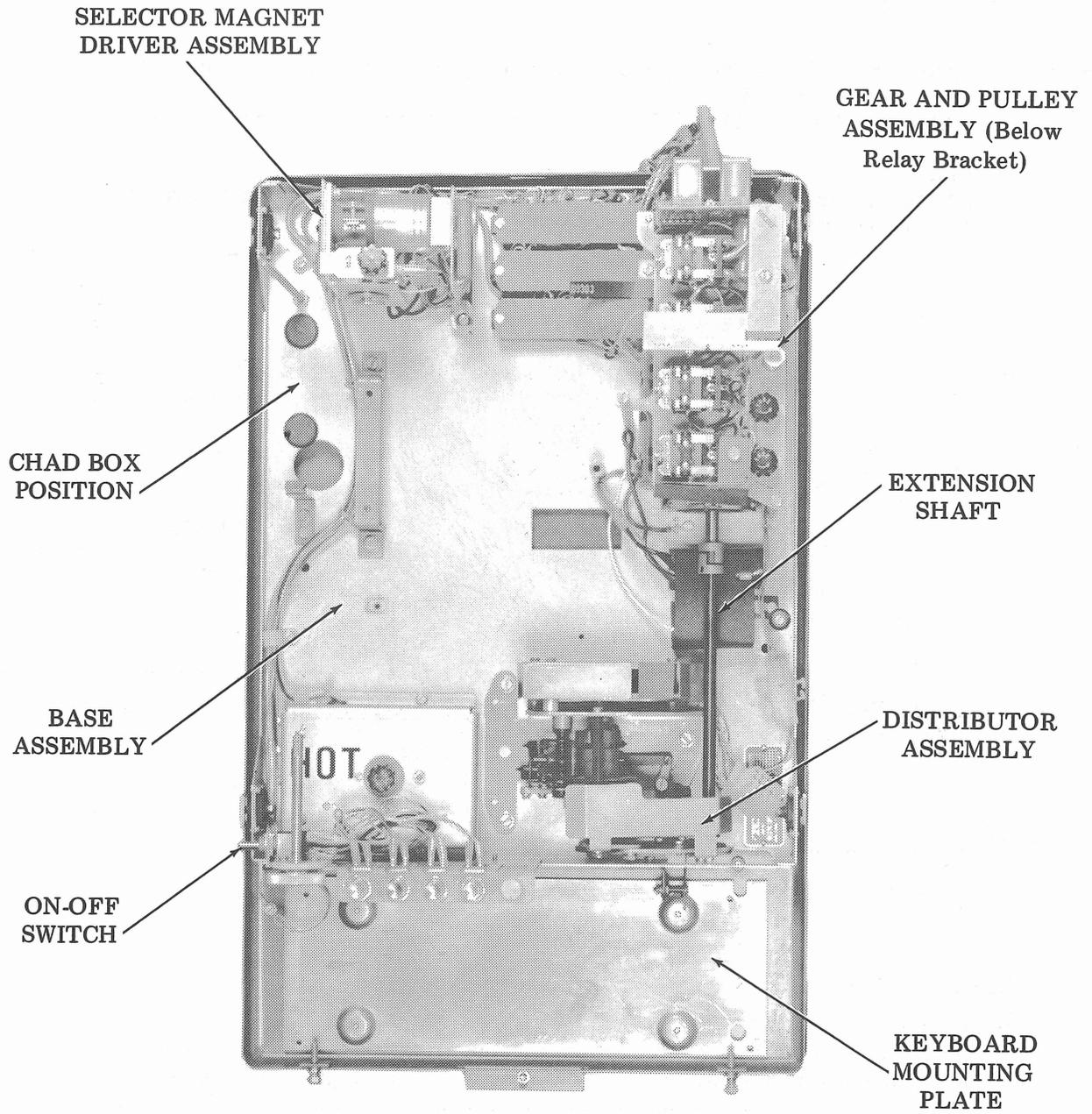
→ 1.08 Refer to Section 574-206-700 for the set adjustments which should be made between the base associated units during assembly of the complete set.

1.09 Parts that are worn to the extent that adjustment requirements cannot be met by using authorized adjustment procedures should be replaced by new parts.



(Right Front View)

Figure 1 - 35 Edge Punched Card Typing Reperforator Set Base



(Top View)

Figure 2 - 35 Edge Punched Card Typing Reperforator Set Base

2. BASIC MECHANISMS

2.01 Distributor Mechanism

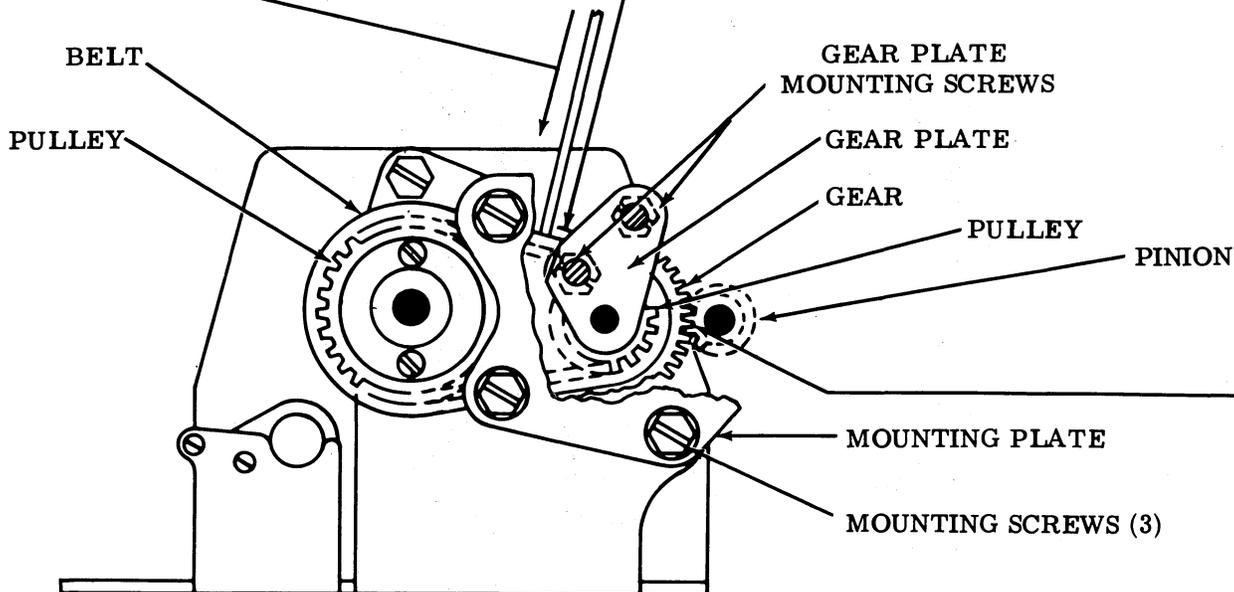
BELT TENSION

Requirement

A pressure of 16 ounces applied to the belt at the center between the pulleys should deflect the belt
Min 0.100 inch---Max 0.135 inch

To Adjust

With the mounting plate screws friction tight, position the mounting plate to meet the requirement. Tighten screws.



(Front View)

GEAR BACKLASH

Requirement

There should be a barely perceptible amount of backlash between the gear and the pinion at the point where the clearance between the gear and pinion is at a minimum.

To Adjust

With the gear plate mounting screws friction tight, position the gear plate to meet the requirement. Tighten screws.

2.02 Distributor Mechanism (continued)

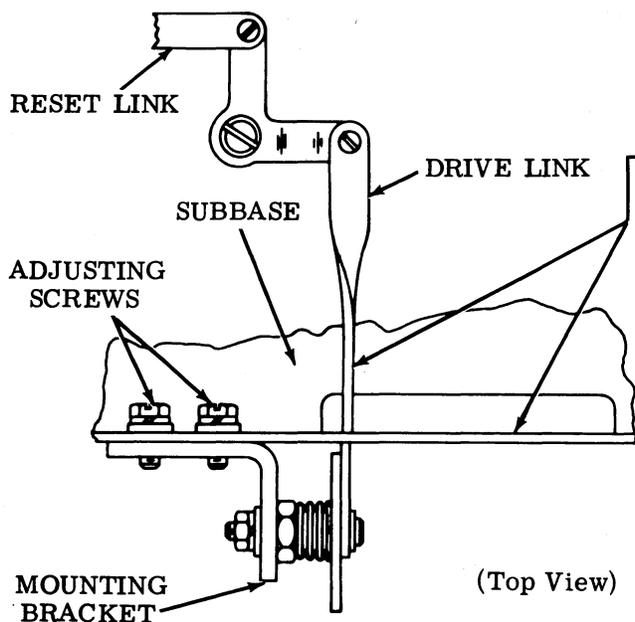
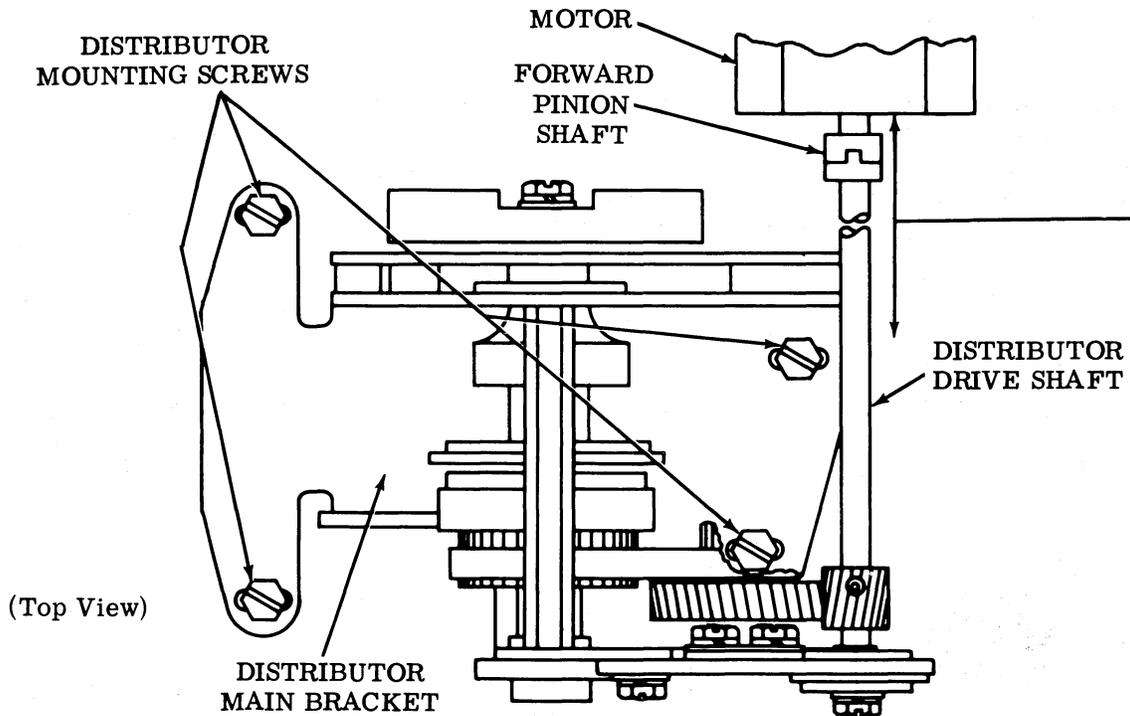
DRIVE SHAFT

Requirement

The distributor drive shaft should be in line with the forward pinion shaft of the motor as gauged by eye.

To Adjust

With the distributor mounting screws friction tight, position the distributor main bracket to meet the requirement. Tight mounting screws.



DRIVE LINK LATERAL POSITIONING

Requirement

When assembled to its associated lever, the drive link should be perpendicular to the front edge of the subbase as gauged by eye.

To Adjust

With the mounting bracket screws friction tight, position the mounting bracket laterally to meet the requirement. Tighten screws.

2.03 Distributor Mechanism (continued)

CLUTCH SHOE RELEASE LEVER

(1) Requirement

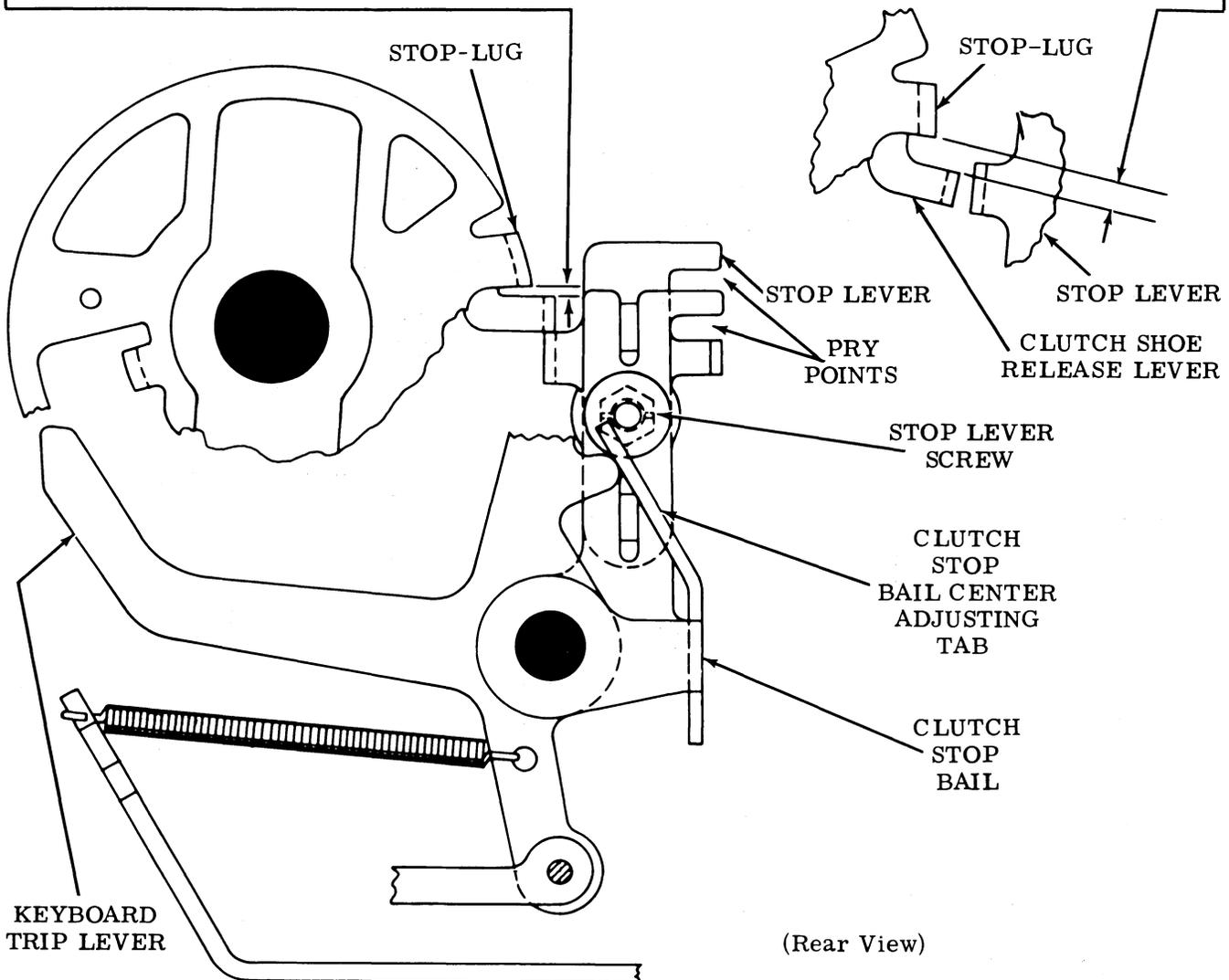
Clearance between stop-lug and shoe release lever should be
 Min 0.050 inch---Max 0.080 inch
 greater with clutch engaged than with clutch disengaged.

(2) Requirement

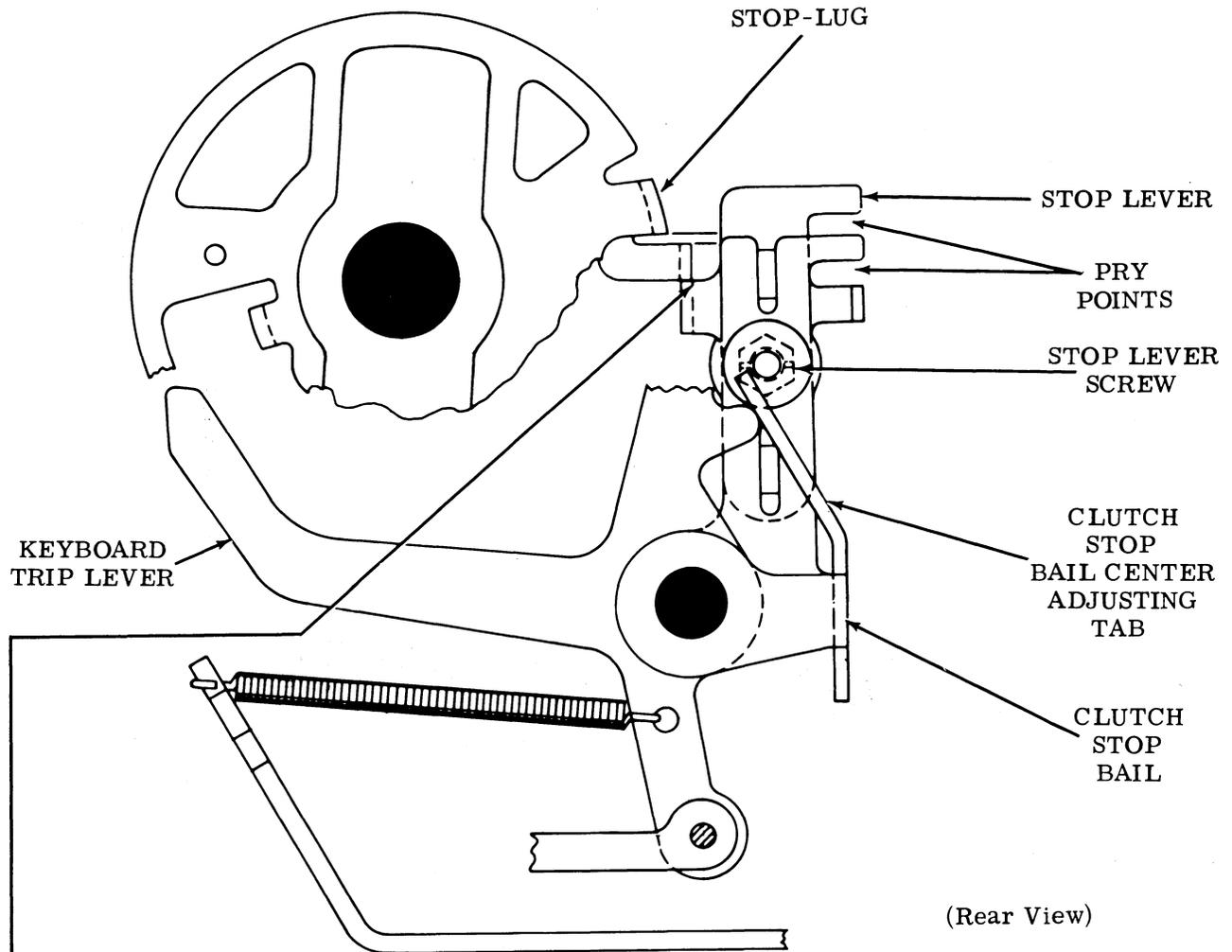
With the distributor clutch disengaged (latched), there should be
 Min 0.015 inch
 clearance between the stop-lug and shoe release lever.

To Adjust

With keyboard trip arm in latched position, disengage (latch) distributor clutch. Measure and record clearance between shoe release lever and stop-lug. Trip (unlatch) distributor clutch. Lightly urge clutch shoe release lever forward to fully seat clutch shoes. Measure and record the same clearance. With stop lever screw friction tight, position stop lever, using pry points, to meet requirements. Tighten screw.



2.04 Distributor Mechanism (continued)



CLUTCH STOP LEVER

Requirement

With keyboard trip arm in latched position, the outermost edge of the clutch shoe release lever should engage the clutch stop lever

— Flush to Max 0.015 inch overlap of the rearmost edge of the clutch stop lever.

Note: This requirement applies when the unit is operated under power.

To Adjust

Bend clutch stop bail center adjusting tab with bending tool TP180993 to meet requirement.

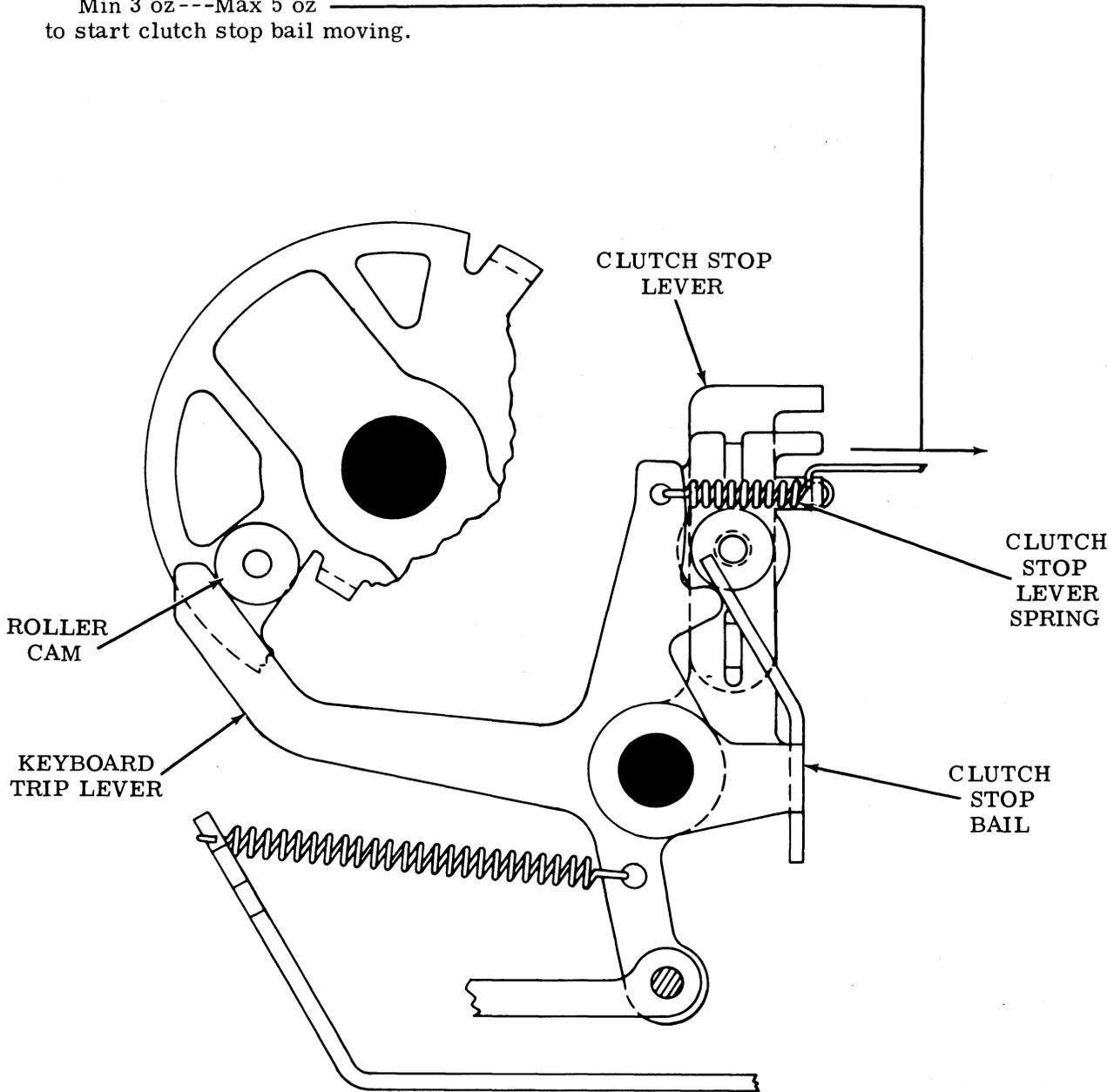
2.05 Distributor Mechanism (continued)

CLUTCH STOP LEVER SPRING

Requirement

With keyboard trip lever on high part of roller cam

Min 3 oz ---Max 5 oz
to start clutch stop bail moving.



(Rear View)

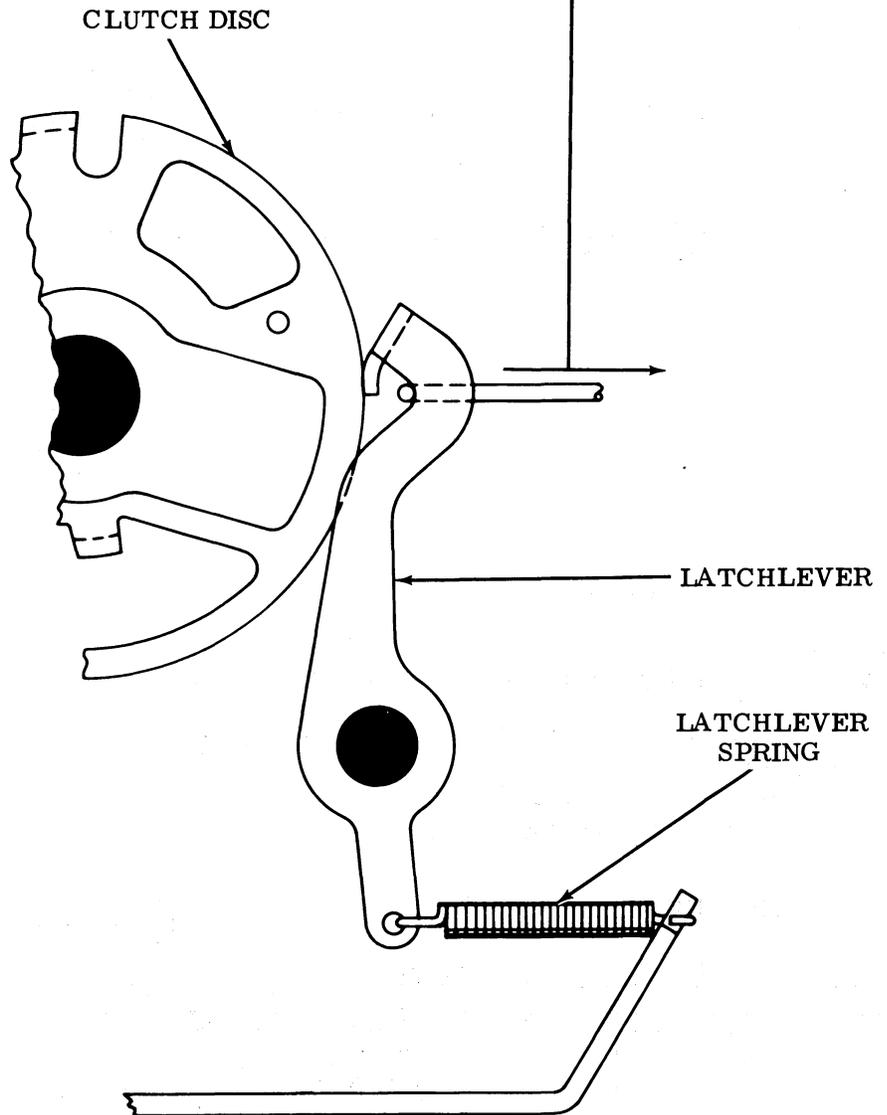
2.06 Distributor Mechanism (continued)

CLUTCH LATCHLEVER SPRING

Requirement

With clutch tripped and latchlever on circular part of clutch disc

Min 1-1/4 oz ---Max 2-1/4 oz
to move latchlever away from disc.



(Rear View)

2.07 Distributor Mechanism (continued)

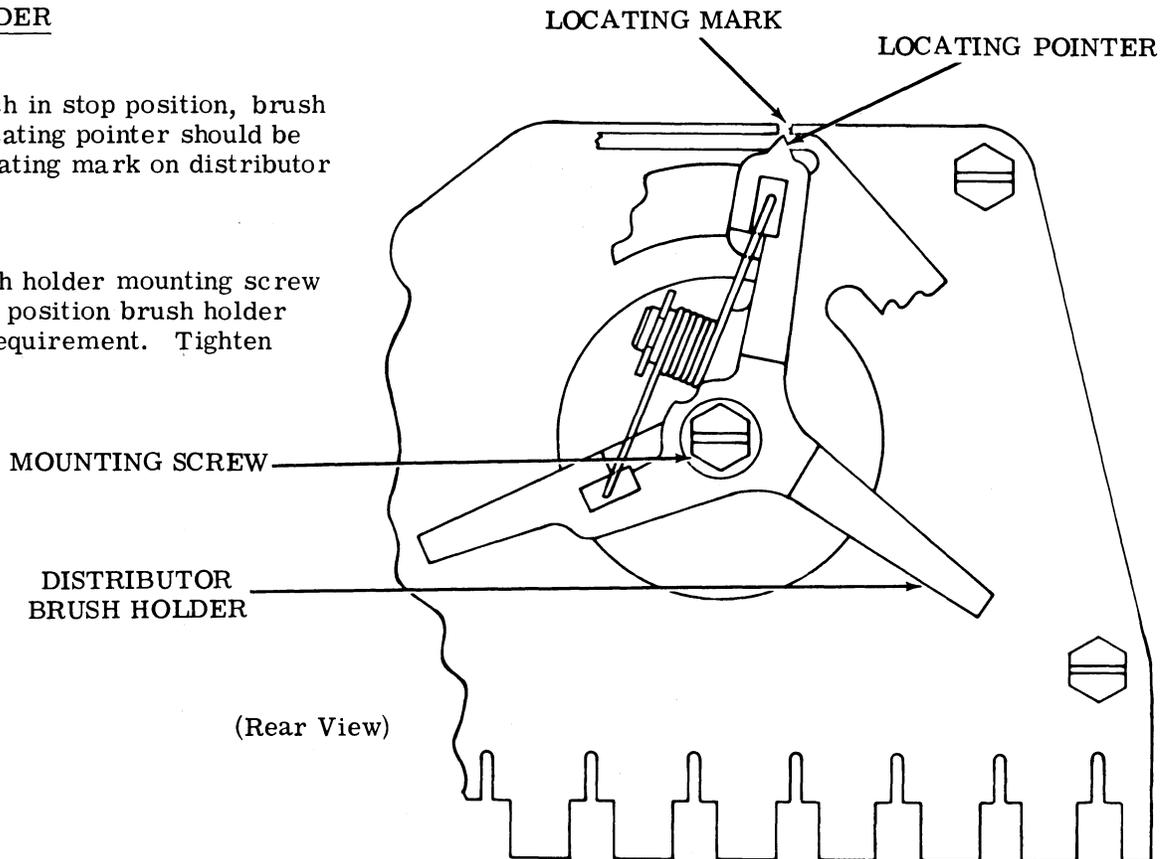
BRUSH HOLDER

Requirement

With clutch in stop position, brush holder locating pointer should be within locating mark on distributor disc.

To Adjust

With brush holder mounting screw loosened, position brush holder to meet requirement. Tighten screw.



BRUSH HOLDER SPRING

Requirement

With outer brush positioned over slot in distributor disc, it should require

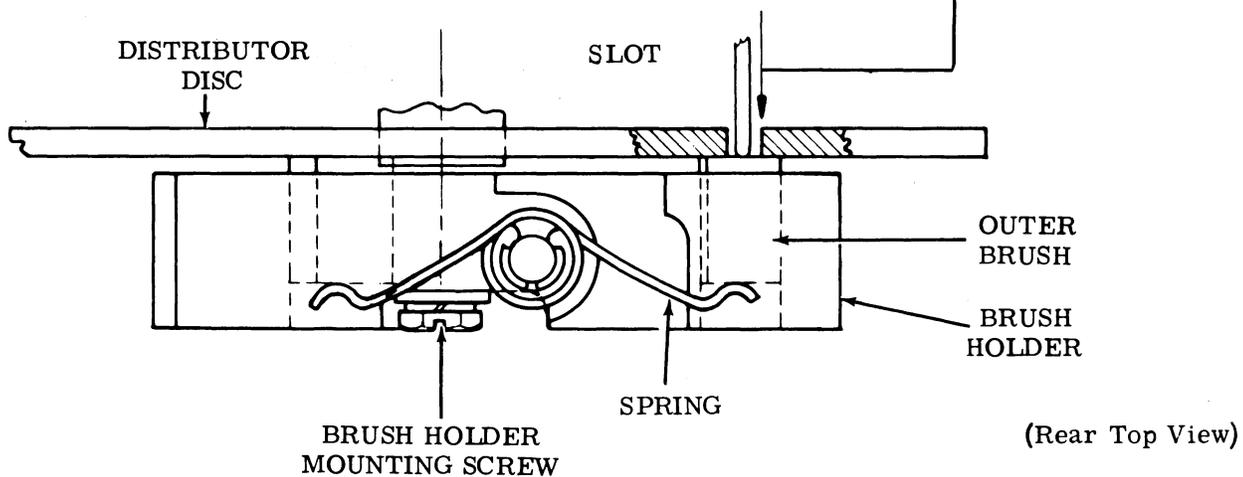
New Brush

Min 10-1/2 oz---Max 13-1/2 oz

Brush Worn to 1/4 inch Length

Min 7-1/2 oz---Max 10-1/2 oz

to start outer brush moving.



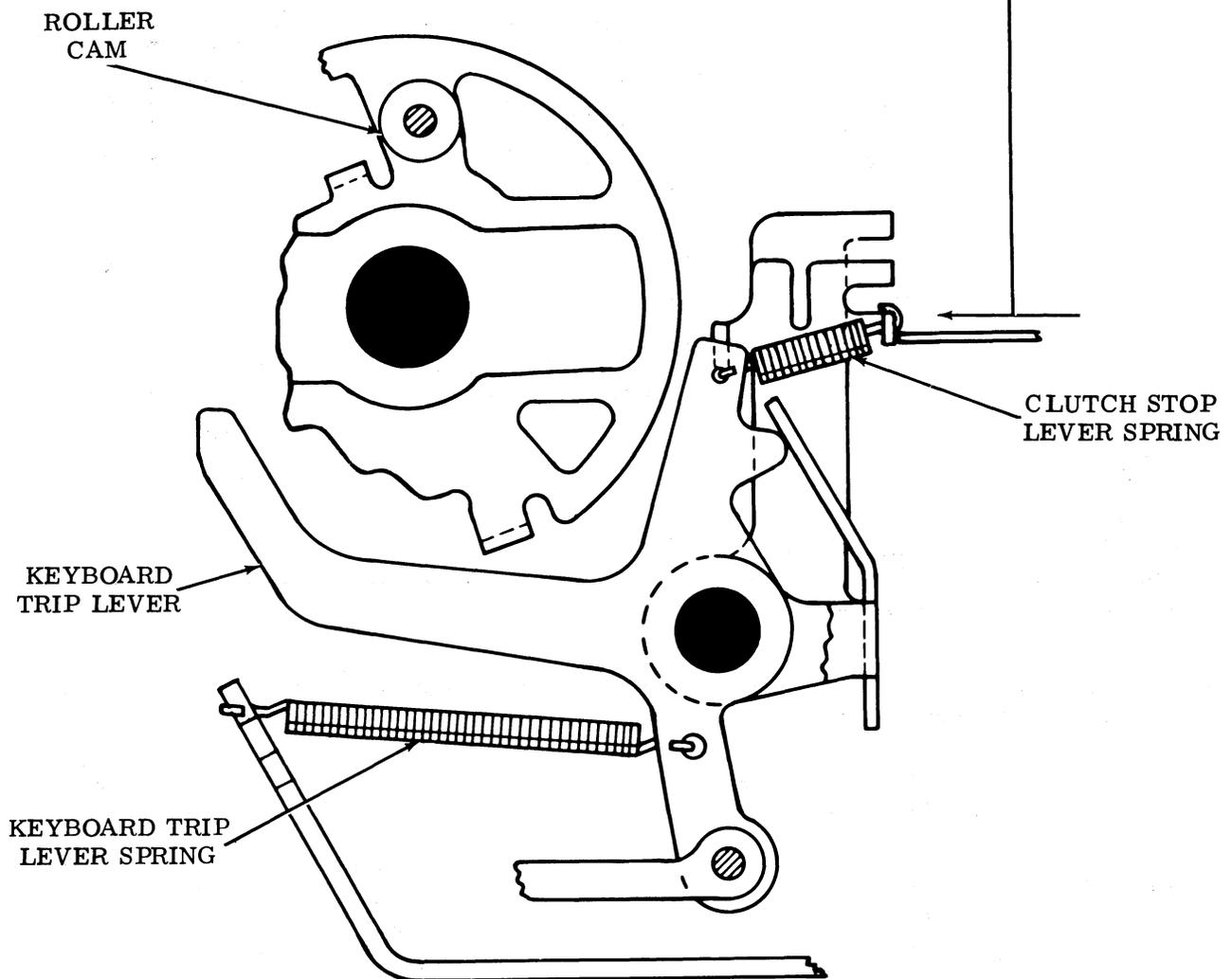
2.08 Distributor Mechanism (continued)

KEYBOARD TRIP LEVER SPRING

Requirement

With H-plate removed and keyboard trip lever not in contact with roller cam, it should require

Min 2 oz ---Max 3 oz
to start keyboard trip lever moving.
Replace H-plate.



(Rear View)

2.09 Base Assembly

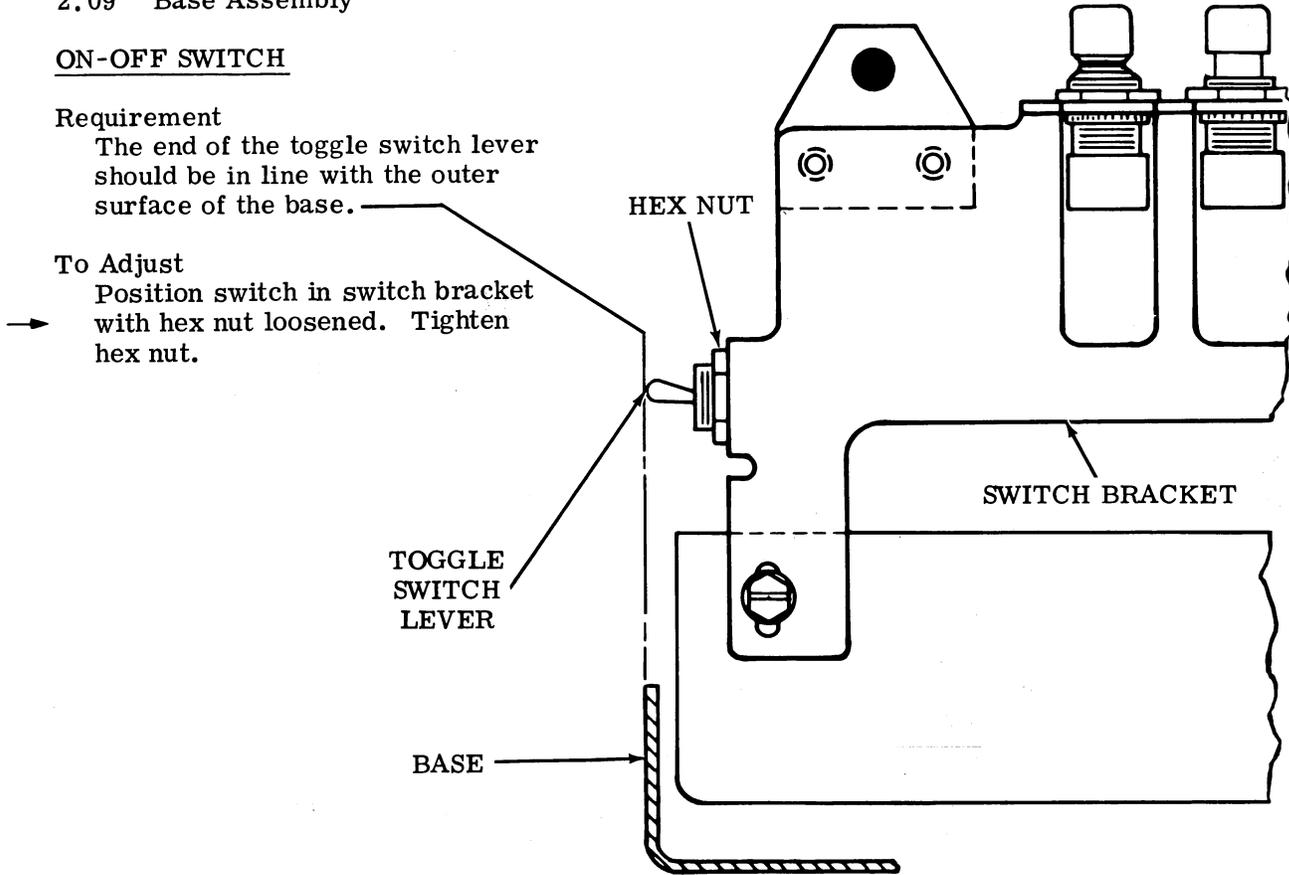
ON-OFF SWITCH

Requirement

The end of the toggle switch lever should be in line with the outer surface of the base.

To Adjust

Position switch in switch bracket with hex nut loosened. Tighten hex nut.



(Front View)

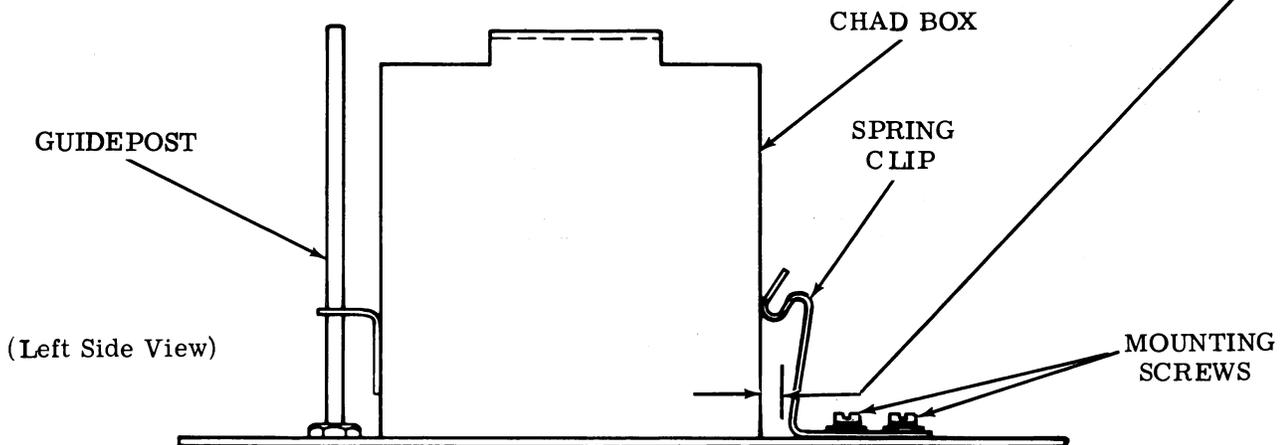
CHAD BOX

Requirement

With chad box against guidepost, there should be
Min 3/16 inch--Max 1/4 inch
between chad box and lower section of spring clip.

To Adjust

With spring clip mounting screws friction tight and chad box against guidepost, position spring clip to meet requirement. Tighten screws.



(Left Side View)

2.10 Motor Assembly

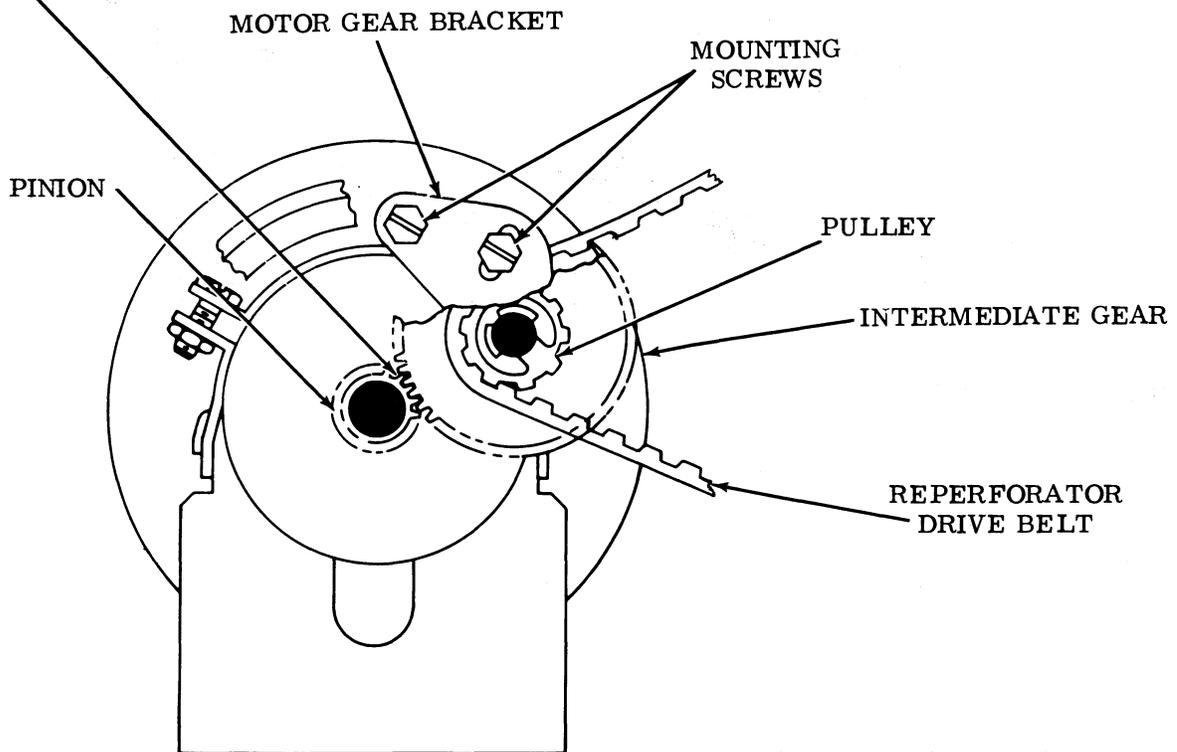
MOTOR GEAR BACKLASH (PRELIMINARY)

Requirement

There should be a barely perceptible amount of backlash between the intermediate gear and pinion at the point where the clearance between the gear and pinion is at a minimum.

To Adjust

With the motor gear bracket mounting screws friction tight, position the bracket to meet requirement. Tighten screws.



(Rear View)

2.11 Motor Assembly (continued)

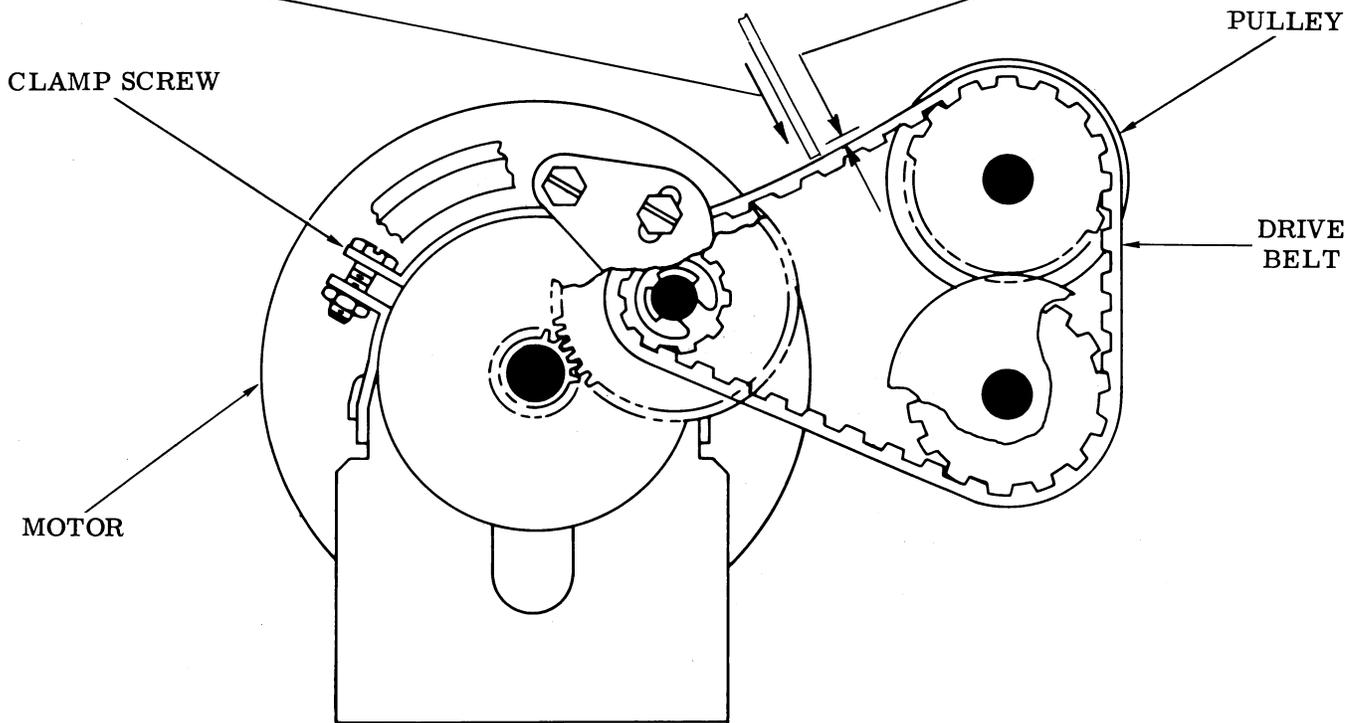
MOTOR BELT TENSION (PRELIMINARY)

Requirement

A pressure of 16 ounces applied to the center of the drive belt should cause a deflection of
Min 0.100 inch---Max 0.135 inch

To Adjust

Loosen the two motor clamp screws and adjust belt tension by rotating the motor in its cradle to meet requirement. Tighten clamp screws and recheck tension.



(Rear View)

MOTOR GEAR BACKLASH AND BELT TENSION (FINAL)

Requirement

The requirements specified in the MOTOR BELT TENSION (PRELIMINARY) adjustment above, and the MOTOR GEAR BACKLASH (PRELIMINARY) adjustment (2.10), should be considered final if the SELECTOR RECEIVING MARGIN (Selector Mechanism) adjustment in (Section 574-243-700), requirements can be met.

To Adjust

If necessary, refine the MOTOR BELT TENSION (PRELIMINARY) and MOTOR GEAR BACKLASH (PRELIMINARY) adjustments to meet the receiving margin requirements.