HIGH SPEED RECEIVER SETS

ADJUSTMENTS

CONTENTS PAGE

1. GENERAL

1.01 This section contains adjustment procedures and illustrations for the High Speed Receiver Sets (BRPE). The illustrations are typical of most receiver sets.

1.02 For information concerning adjustments, lubrication, and disassembly and reassembly of the punch unit, see Sections 592-802-700TC, 592-802-701TC, and 592-802-702TC.

CAUTION: DISCONNECT POWER FROM SET BEFORE MAKING ADJUSTMENTS UNLESS STATED OTHERWISE.

1.03 Adjustments are arranged in a sequence that is followed when a complete readjustment of the set is undertaken. Read the entire adjustment procedure carefully before making the adjustment. When directed, loosen nuts and screws friction tight; tighten when adjustment is complete.

1.04 Check that all moving parts are free from binds before applying power to set.

1.05 Parts or assemblies that are removed to simplify a particular series of adjustments should not be replaced until that particular series of adjustments is complete.

1.06 Unless stated otherwise, references to left or right, front or rear, and up or down apply to the receiver set in its normal operating position as viewed from the operator position in front of the unit.

1.07 For tools needed to make adjustments in this section, see Section 570-005-800TC. For parts ordering information, see Sections 592-802-800TC and 592-802-802TC.

2. BASIC UNIT

2.01 Drive Belt

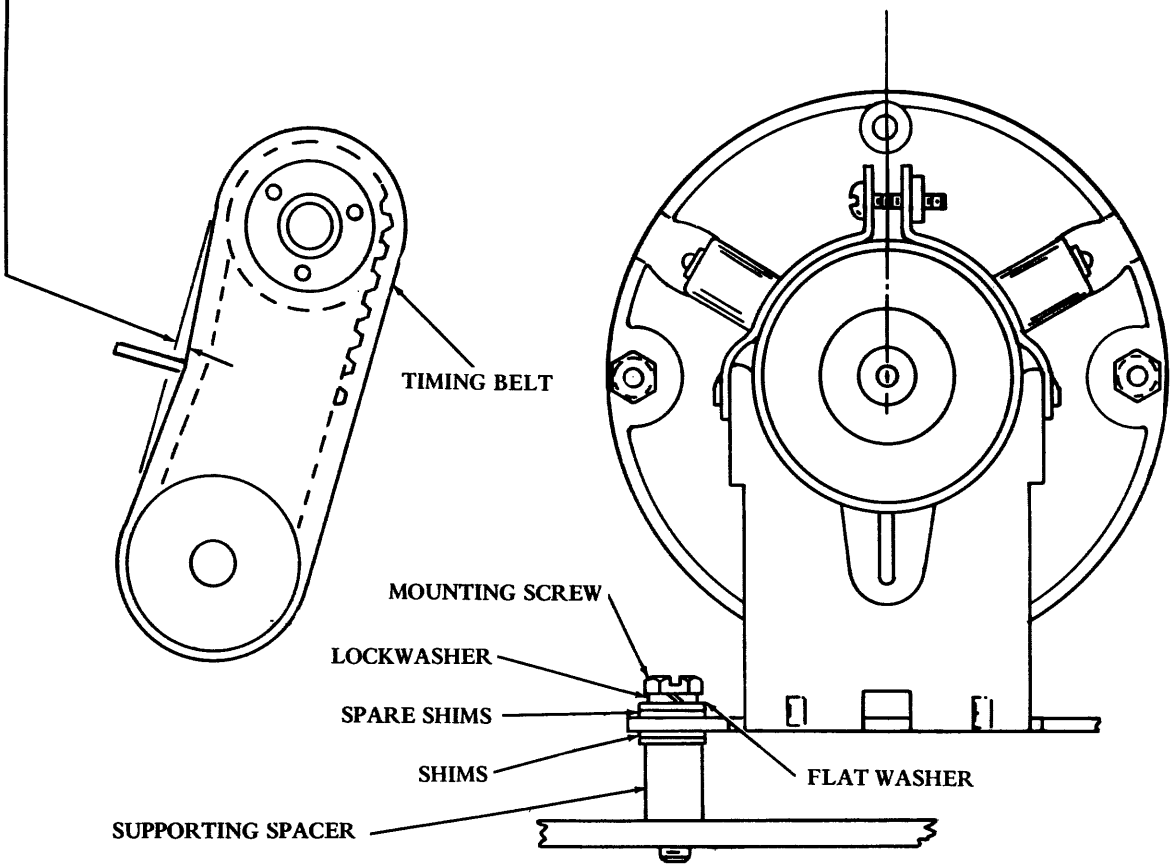
TIMING

Requirement

Apply 1 pound of pressure at center of timing belt. Timing belt should deflect about 1/16 inch for 1100 wpm and 3/16 inch for 633.3 wpm.

To Adjust

Remove four motor mounting screws. Lift motor unit from supporting spacers. Add shims to, or remove them from supporting spacers. Replace motor unit and mounting screws. Shift motor unit horizontally to meet requirement.

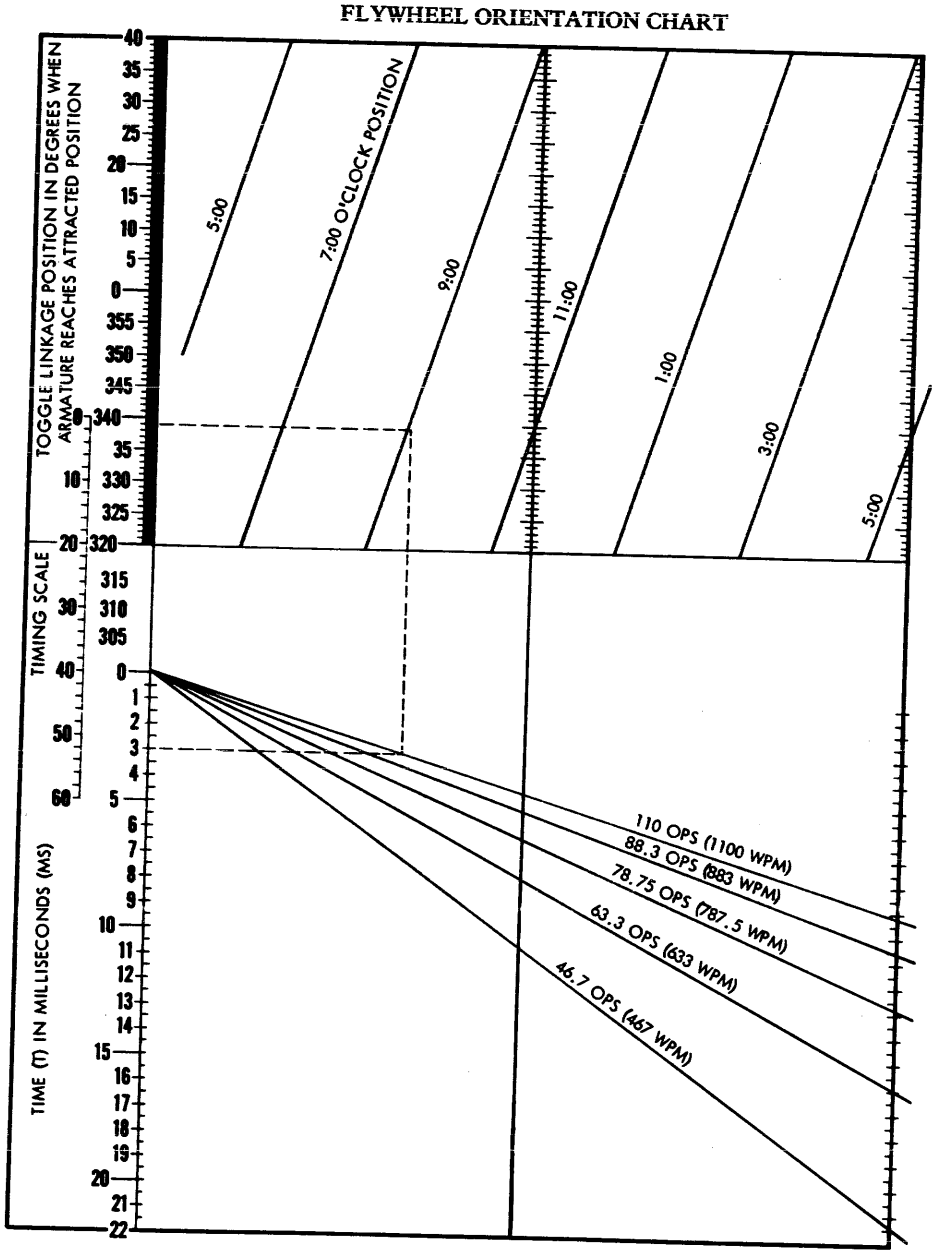


2.02 Tape Width Selection

TAPE BIAS SPRING

For this adjustment, refer to Section 592-802-700TC.

2.03 Flywheel Selection Interval



Note: The flywheel can be oriented in 60-degree steps for various combinations of operating speeds, magnets, and control circuit delays. The following example (see chart) outlines the procedure for obtaining the desired selection interval.

(1) Combine attract time of magnets and delay time of control circuits with clock pulse set to range 30. For this example, assume 3 milliseconds and an operating speed of 1100 wpm.

(2) Using chart, locate 3 millisecond point on timing scale. Extend a line horizontally to the right until it intersects line indicating 1100 wpm. From this point extend a line upward until it intersects one of the o'clock lines.

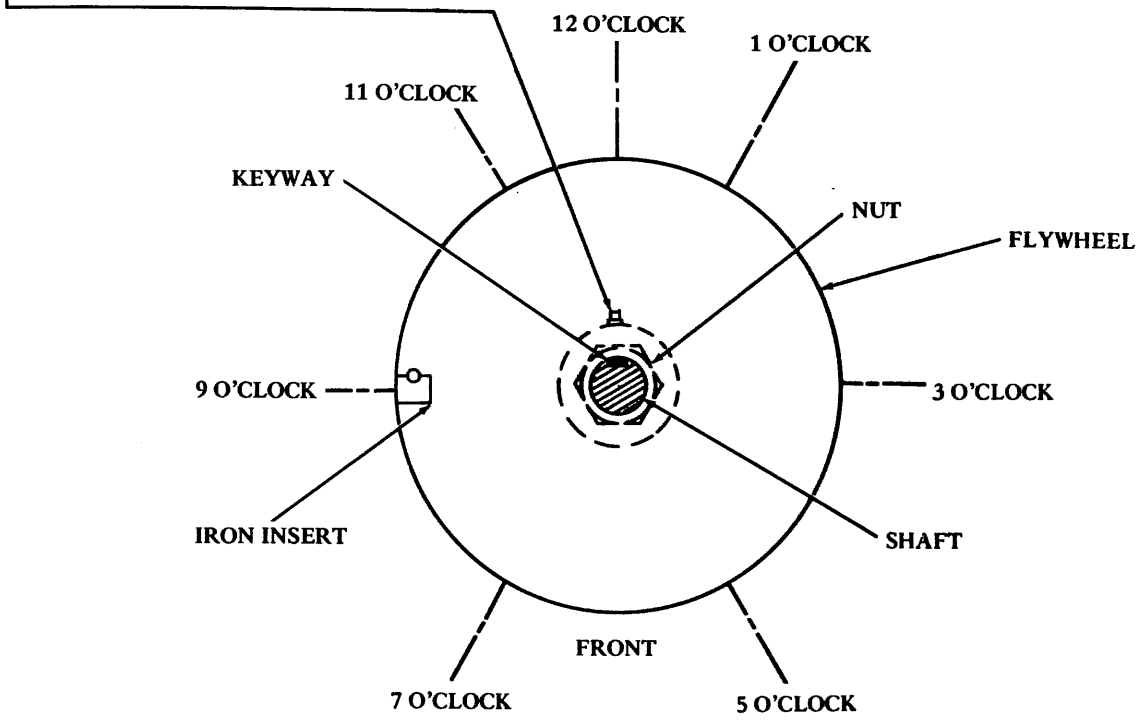
(3) At this point extend a line horizontally to the left until it intersects scale at upper left of chart. This point is read in degrees and is the desired selection interval. The particular o'clock position determined (9:00 o'clock in this example) is to be used when making the flywheel orientation adjustment.

2.04 Flywheel Selection Interval (continued)

FLYWHEEL ORIENTATION

Requirement

Flywheel setscrew should be at the 12 o'clock position. Flywheel iron insert should be in the desired position as determined from chart.



To Adjust

Loosen nut and remove setscrew. Position shaft so that keyway is at the 12 o'clock position. Hold shaft in this position and rotate flywheel so that the iron insert is set to the desired o'clock position. Insert setscrew in hub at the 12 o'clock position and tighten setscrew just enough to hold flywheel in position. Tighten nut; tighten setscrew securely.