DELUXE STITCHER
COMPANY INC.

OPERATION and MAINTENANCE MANUAL

FOR MODEL 17 SERIES MULTIPLE WIRE STITCHERS
Equipped with
WRAP SPRING ELECTRIC CLUTCH WITH NO. 2601EHD
25-1/2 STANDARD HEADS
MODEL 17-AW-with factory installed motor
MODEL 17-EW without motor
MAX CAPACITY- 1/4" (6.35mm)
WIRE SIZE (STD.)-NO. 25-.0204" (.51mm) ROUNDWIRE
CROWN WIDTH- 1/2" (12.7mm)

NOTE: This book does not include Head instructions. It should be used in conjunction with "Instruction & Parts List Manual" for the appropriate stitcher head.

⚠WARNING:

DO NOT OPERATE THIS STITCHER UNTIL ALL GUARDS ARE IN PLACE.

NEVER OPERATE MACHINE WITH WIRE FEEDING AND NO STOCK ABOVE CLINCHERS, SERIOUS DAMAGE MAY RESULT IF THIS PRACTICE IS FOLLOWED.

ALWAYS TURN POWER OFF BEFORE ANY DISASSEMBLY WORK OR WHEN MAKING ADJUSTMENTS.

1. INTRODUCTION

To obtain satisfactory results from a wire stitcher, it is necessary that it be properly installed and adjusted, regularly lubricated and carefully maintained. In case of any serious trouble, you should notify the nearest sales office, sending samples of the defective work and describing the trouble in detail. Report the serial number and model of the machine when corresponding so that it may be quickly identified.

2. INSTALLATION

1. Carefully inspect condition of crate in which it arrives. If it is broken and there is evidence that the machine may bew damaged, immediately notify carrier Claim Department as well as the Stanley-Bostitch office from which the machine was purchased.
2. Uncrate the machine carefully-do not use large crowbars which may damage small parts.
3. Move machine to spot where it will be used. It should be placed where operator will have sufficient light for efficient operation. Level machine by using shims, if necessary, and lagging it to floor if sesired.
4. Remove Belt Guards *(see Belt Guard instructions, page 2)*. See that motor is free to revolve when large pulley or flyweel is turned by hand. *(see Turning Machine Manually, page 2)*.
5. Examine nameplate on motor to determine if specifications fit your requirements. If these do not conform to your needs, notify the Stanley-Bostitch office immediately.
6. When satisfied that motor specifications are correct and before attempting to operate machine under power, it should be turned over a few times by hand with clutch engaged. *(see Turning Machine Manually, page 2)*

7. Since machine is shipped with some parts disassembled, it is necessary that these parts be reassembled onto the machine (i.e. heads, table and gauges, spool bars, spool studs.)

8. Lubricate machine thoroughly as described in head instructions and as follows. Oil following parts periodically: Clincher cam slide roll; main shaft, through oil hole covers at back of frame and in adjusting link casting at front end of frame; driving shaft connection; each end of crosshead pinion shaft; each end of crosshead; clincher lever and clincher operating lever pivot. In some instances, no mention is made in instructions of certain obvious places to oil. These can be determined by means of oil hole covers.

3. SETTING UP MACHINE

Refer to the "Instructions and Parts List Manual" for the stitcher heads for instructions on attatching heads to machine and for threading and straightening wire. As each successive head is installed, machine should be turned over at least once by hand.

The clincher rail may shift in shipment and its position should be checked. This can be done by attatching a head and a clincher plate at each end of rails, thread up heads and set machine at about middle of adjustment; turn machine by hand *(see Turning Machine Manually, this page)* until staples have been cut off and formed, turn machine until points of staples project from end of bender bars and see that points enter center of clincher plates. When set, tighten clincher rail screws firmly. Error in this setting will cause staple to roll forward or back on very thin work.

If one head rolls stitch in this manner while the others are all right, that head may be adjusted by changing aligning screw in back of head. This should be done only when it is certain that an individual head is at fault.

4. OPERATION

(a) Place spool of proper size wire on the spool studs located near the stitching mechanism or head. Thread machine as described in head insrtuctions.

(b) Referring to head operating adjustment instructions, follow procedure for remainder of operations required, such as wire strainghtening and adjustment for length of wire.

To gauge for thickness of work, loosen handle at back of frame, swing to desired position and tighten. Horizontal at the left is the position for the thinnest and horizontal at the right for the thickest work within capacity of machine. It is not necessary to measure thickness of work as a little practice will enable operator to determine position of handle with relation to thickness of work. However, should machine be set for thin work and thicker work be stitched, no harm will be done. Machine will simply feed short wire and can be adjusted when observed. For fine adjustment see head instructions. "How to Adjust Length of Both Legs of Staple." However most adjustments for longer wire can be made simply setting handle at rear of stitcher, for thicker work.

Clinchers can be tightened or loosened by adjusting the screw at bottom of clincher cam slide at back of machine. Refer to head operating adjustment instructions for individual clincher adjustments.

(c) Machine is now ready to do stitching and with directions as outlined above satisfactorily results should be obtained. Make several rows of stitches in stock to be used, examining crown and legs for proper appearance. If not satisfactory, adjust machine in accordance with directions given below. See section 8 "Appearance of Stitches" and "Trouble Shooting Chart" in head instructions.

⚠WARNING: NEVER OPERATE MACHINE WITH WIRE FEEDING AND NO STOCK ABOVE CLINCHERS. SERIOUS DAMAGE MAY RESULT IF THIS PRACTICE IS FOLLOWED.

5. OPERATING SPEED

Your no. 17 stitcher will produce high quality work when the rails operating the stitcher heads are operating at a speed up to 200 per minute. Do not operate the machine at greater speed without contacting the Stanley-Bostitch Engineering Department.

6. TURNING MACHINE MANUALLY

⚠WARNING: ALWAYS TURN OFF THE POWER SUPPLY BEFORE MAKING ADJUSTMENTS OR SERVICING THESE STITCHERS.

To turn the machine manually, it is necessary to remove the belt guard *(see Belt Guard Removal, this page)* . Locate the actuator assembly on the wrap spring clutch and push the actuator to pivot it away from the control collar cam, releasing the brake. The machine will now rotate one revolution when the drive pulley is turned manually in the direction of the arrow on the pulley.

7. BELT GUARD REMOVAL AND ASSEMBLY

To remove the plastic Belt Guard, press in on one side tab while prying out locking face. This will release the first tab. Next, pull up slightly on bottom of guard to release top tab. Guard will now be free to lift off remaining tabs on Mounting Plate.

To reassemble, interlock the bottom tab and one side tab. Pull up slightly on bottom of Guard to interlock top of tab, then squeeze Mounting Plate and Guard together to lock remaining tab completing assembly.

8. HEAD GUARD

The clear plastic Head Guard hangs on the protrusions on each side of Stitcher and can be tilted up or lifted off for access to heads.

⚠WARNING: DO NOT OPERATE MACHINE UNTIL ALL GUARDS ARE IN PLACE.

9. APPEARANCE OF STITCHES

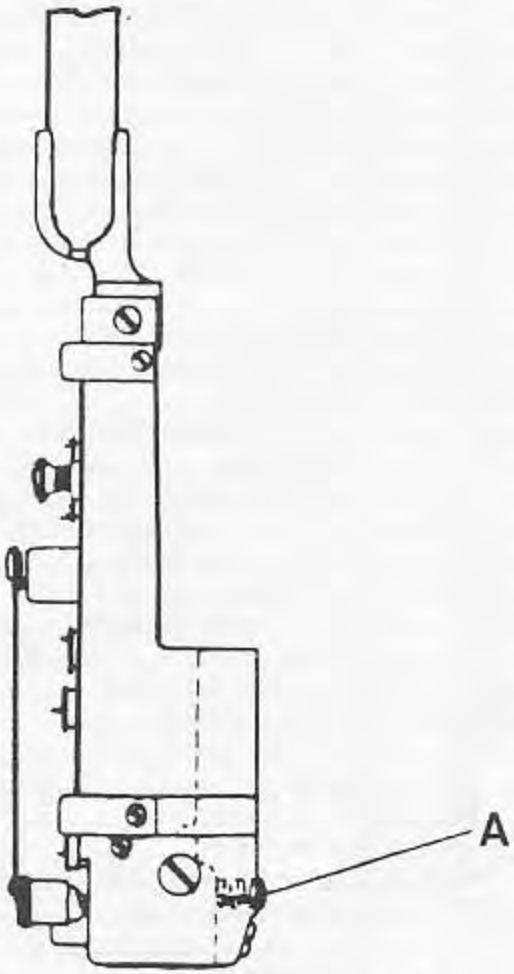
If stitching is defective, compare stitch produced with the illustrations in head instruction manual. Then eliminate defect, follow instructions given with illustration that agrees with defect.

If it is necessary to correspond about any defective stitches or other difficulties with the machine, be sure to refer by letter to the illustration in head instruction manual, which shows the type of stitch defect and if possible, send a sample of the work actually being done on the machine.

Rolled Stitch

If stitch is rolled (in thin work), clincher is out of line with wire grooves. Remedy: Realign same. This is normally a factory adjustment and should never be disturbed unless you are convinced that it must be done to rectify troubles as itemized.

Adjustment forward or back can be made by means of screw "A" in back of each head located near bottom. See following diagram.



10. THE ESSENTIAL POINTS OF STITCHING

To continue to obtain satisfactory stitches it is necessary that the following essentials be observed:

(a) The legs of the staple must be of the same length.

(b) Wire must enter cutters as nearly straight as possible.

(c) The cutters or knives must be sharp and properly set so that there are no burrs on end of wire and wire is cut with a square end (not beveled).

(d) The clinchers must be adjusted to the proper height, must work freely and be centrally located forward and back. They must also be mechanically in good condition with no pitted or badly worn grooves. Heads must be adjusted for proper compression of work to be stitched.

(e) The machine must be kept clean and properly oiled.

(f) The wire must be of the correct size for stock to be stitched and must be used only in the proper bender bar. Wire fitting the bender bar grooves too loosely will cause buckling, and too large a wire will also cause buckling in addition to excess wear on the bender bars. Be guided by the operating instructions for the proper size wire.

(g) The wire spool must be fee to turn and the wire must not be allowed to become crossed. Short staples and even entire failure to produce staples may result from crossed or tangled wires.

(h) The wire feed grips must not be clogged or the points badly worn. Short leg staples on one side can be caused by these conditions.

*The necessary adjustments, replacements, etc., required to meet conditions as listed above are described in detail in the head and stitcher instructions.

11. MAINTENANCE

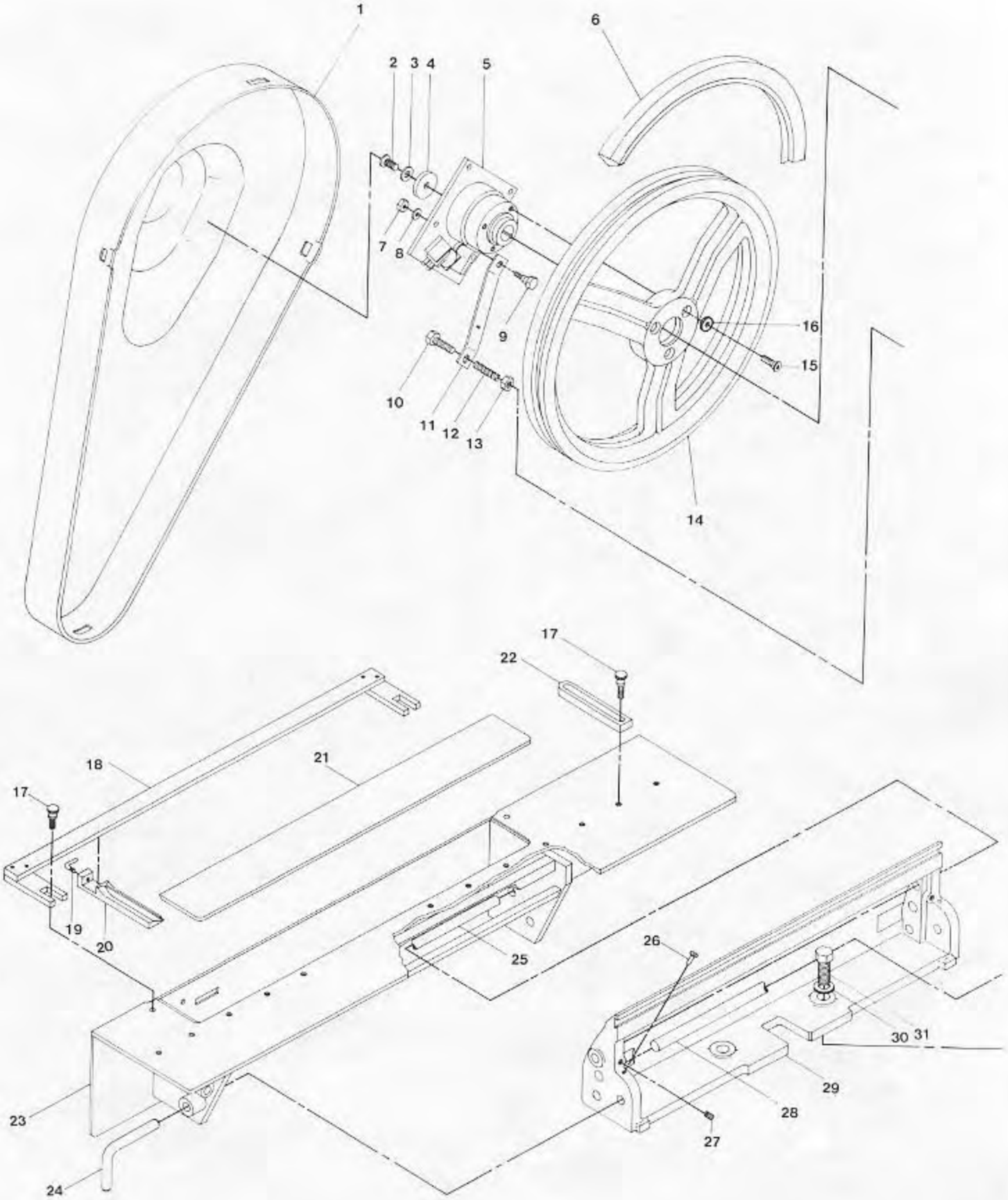
(a) Machine should be lubricated regularly as described under heading of "Installation" in this pamphlet and under heading of "Maintenance" in head instructions.

(b) Clincher points, which are reversible, can be removed by loosening clincher plate binder nuts a sufficient amount to permit moving clincer slide out and downward to disengage from points. Clincher points can then be swung to vertical position and removed. When replacing clincher points, locate same on studs in clincher plate and pivot downward a sufficient amount to permit lip on clincher slide to enter opening in points. To obtain good clinching of staple, clincher points should be free from dirt and particles of wire.

12. ORDERING PARTS

IMPORTANT: When ordering parts or addressing inquiries to seller, please be sure to give Stitcher Serial Number and Model, so that the machine may be accurately identified and proper parts furnished. Do not use any other size of wire on the machine than that for which it is equipped.

ITEM #	PART #	DESCRIPTION
1	7676	Belt Guard
2	UA5820.8	5/16"-18 x 1-1/4" Hex. Soc. Fl. Hd. Cap Screw
3	SW516.3	5/16" C' Sunk Ext. Lock Washer
4	7679	Driving Pulley Washer
5 (1)	850671	Wrap Spring Clutch Ass'y (for 115V service)
5 (2)	850672	Wrap Spring Clutch Ass'y (for 230V service)
6	850730	V-Belt
7	HN1420.5	1/4"-20 Hex. Nut
8	SW14	1/4" Int. Tooth Lock Washer
9	7681	Clutch Anchor Screw — (Top)
10	UA6140.1	3/8"-16 x 2-1/2" Hex. Hd. Cap Screw
11	7680	Clutch Anchor
12	141H3	Clutch Anchor Bolt Spring
13	HN3816	3/8"-16 Hex. Nut
14	7678	Driving Pulley
15	UA4812.7	1/4"-20 x 3/4" Hex. Soc. Fl. Hd. Cap Screw
16	SW14.1	C' Sunk Lock Washer
17	63	1/4"-28 Knurled Binding Screw
18	17161A	Back Gauge Bar (Ass'y)
19	425	Screw
20	16160	Back Gauge
21	17149	Work Table Filling Place
22	18572A	Work Stop
23	17145FA	Work Table Ass'y
24	16148	Work Table Lock Pin
25	17146	Work Table Pivot
26	87922	Ball Valve Oil Hole Cover
27	38	1/4"-28 x 3/8 Slotted Set Screw
28	17111	Clincher Lever Pivot
29	17106D	Clincher Rail
30	174	Clincher Rail Screw Washer
31	16107	Clincher Rail Screw
32	UA5116.1	5/16"-18 x 1" Hex. Hd. Cap Screw
33	PW516	Plain Washer
34	2171	Belt Guard Mounting Plate
35	UA4816.1	1/4"-20 x 1" Hex. Soc. Hd. Cap Screw
36	UA6412	3/8"-16 x 3/4" Hex. Soc. Flat Hd. Cap Screw
37	HN51618	5/16"-18 Hex. Nut
38	UA4112.1	1/4"-20 x 3/4" Hex. Hd. Cap Screw
39	0014	Clincher Oper. Lever Spring
40	UB2912.3	Clincher Lever Link Cotter Pin
41	16079	Clincher Lever Link Pin
42	406	Clincher Oper. Lever Spring Pin
43	UA5524.1	5/16"-18 x 1-1/2" Sq. Hd. Set Screw
44	2238	Clincher Oper. Lever Pivot Collar
45	17271	Clincher Oper. Lever Pivot
46	17270	Clincher Oper. Lever
47	17201	Frame
48	16077	Clincher Lever Link
49	17110B	Clincher Lever
50	7682	Belt Guard Bracket
51	2232A	Clincher Cam Slide (Ass'y)
52	17238EA	Driving Shaft (Ass'y)
53	17230BA	Eccentric Quill
54	2207	Eccentric Quill Binder Stud
55	2208	Eccentric Quill Binder Washer
56	2209	Eccentric Quill Binder Nut
57	17059	Clincher Cam
58	850696	Motor Pulley
59	850270B	Motor
60	UA5112.1	5/16"-18 x 3/4" Hex. Hd. Cap Screw
61	UA6116.1	3/8"-16 x 1" Hex. Hd. Cap Screw
62	PW38	Washer
63	16010D	Motor Bracket
64	BD454	Crosshead Guide Dowel
65	UA6816.2	3/8"-16 x 1" Hex. Soc. Hd. Cap Screw
66	85200	Shoulder Driver Oil Hole Cover
67	17246	Crosshead Guide — Left
68	9078	Eccentric Quill Sector Pin
69	LW10	Eccentric Quill Binder Sector Scr. Lock Washer
70	9080	Eccentric Quill Binder Sector Screw
71	2710	Eccentric Quill Binder Sector
72	UA6124.1	3/8"-16 x 1-1/2" Hex. Hd. Cap Screw
73	11243	Bonnet Rail Dowel
74	17133	Adjusting Bar Equalizing Lever Shaft
75	17249	Adjusting Bar Equalizing Lever
76	16131	Adjusting Bar Equalizing Lever Pin
77	17248	Adjusting Bar
78	17247	Adjusting Link
79	85222	Plain Drive Oil Hole Cover
80	17250	Adjusting Link Eccentric
81	17101D	Bonnet Rail
82	16126	Pinion Shaft Bushing
83	17125B	Pinion Shaft
84	16049C	Driving Shaft Crank Pin Washer
85	16050DA	Driving Shaft Connector
86	16119D	Crosshead Rack
87	16114	Crosshead Connection Pin Washer
88	17115JA	Crosshead Ass'y
89	UA4810.1	1/4"-20 x 5/8" Hex. Soc. Hd. Cap Screw
90	UB4116.1	1/4" Dia. x 1" Crosshead Rack Dowel
91	17288	Wire Guide Spring Bracket
92	17291A	Wire Straightener Plate Ass'y
93	17289	Wire Guide Spring Bracket Bar
94	7155	Spool Stud — Short
95	2245	Spool Stud Washer — Large
96	HN3816.2	3/8"-16 Hex. Jam Nut
97	17286	Spool Stud — Long
98	17280	Spool Bar
99	17284	Spool Bar Brace
100	17282	Spool Bar Bracket
101	UA5210.1	5/16"-18 x 5/8" Slotted Fillister Hd. Mach. Screw
102	17245	Crosshead Guide — Right
103	F173B	Spacer
104	17301A	Mounting Bar
105	17300	Plastic Guard
106	17203B	Base
107	17281	Spool Bar Screw — Short
108	17292	Spool Bar Screw — Long
109	UA5848.1	5/16"-18 x 3" Hex. Soc. Hd. Cap Screw
*110	851701	Footswitch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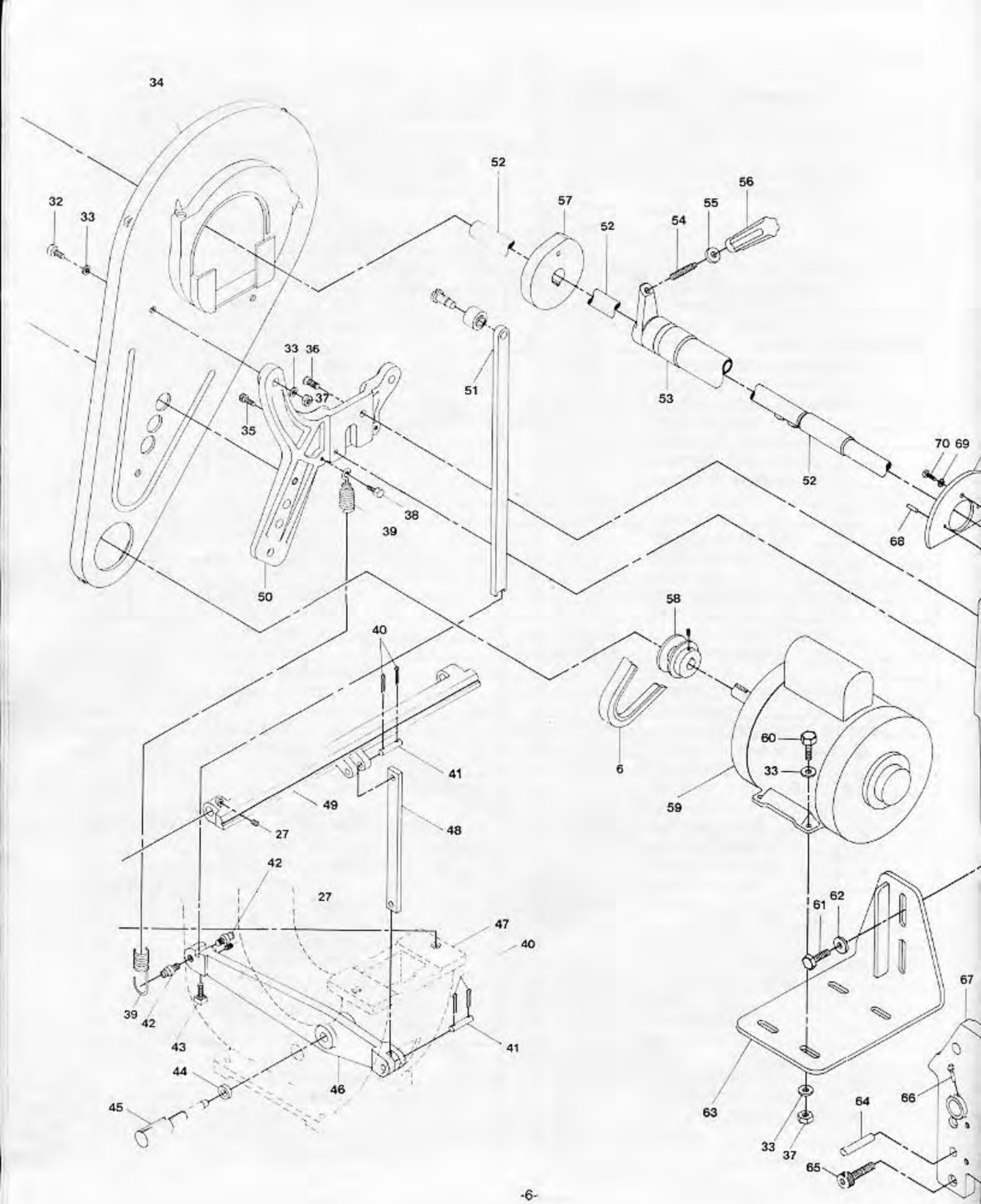
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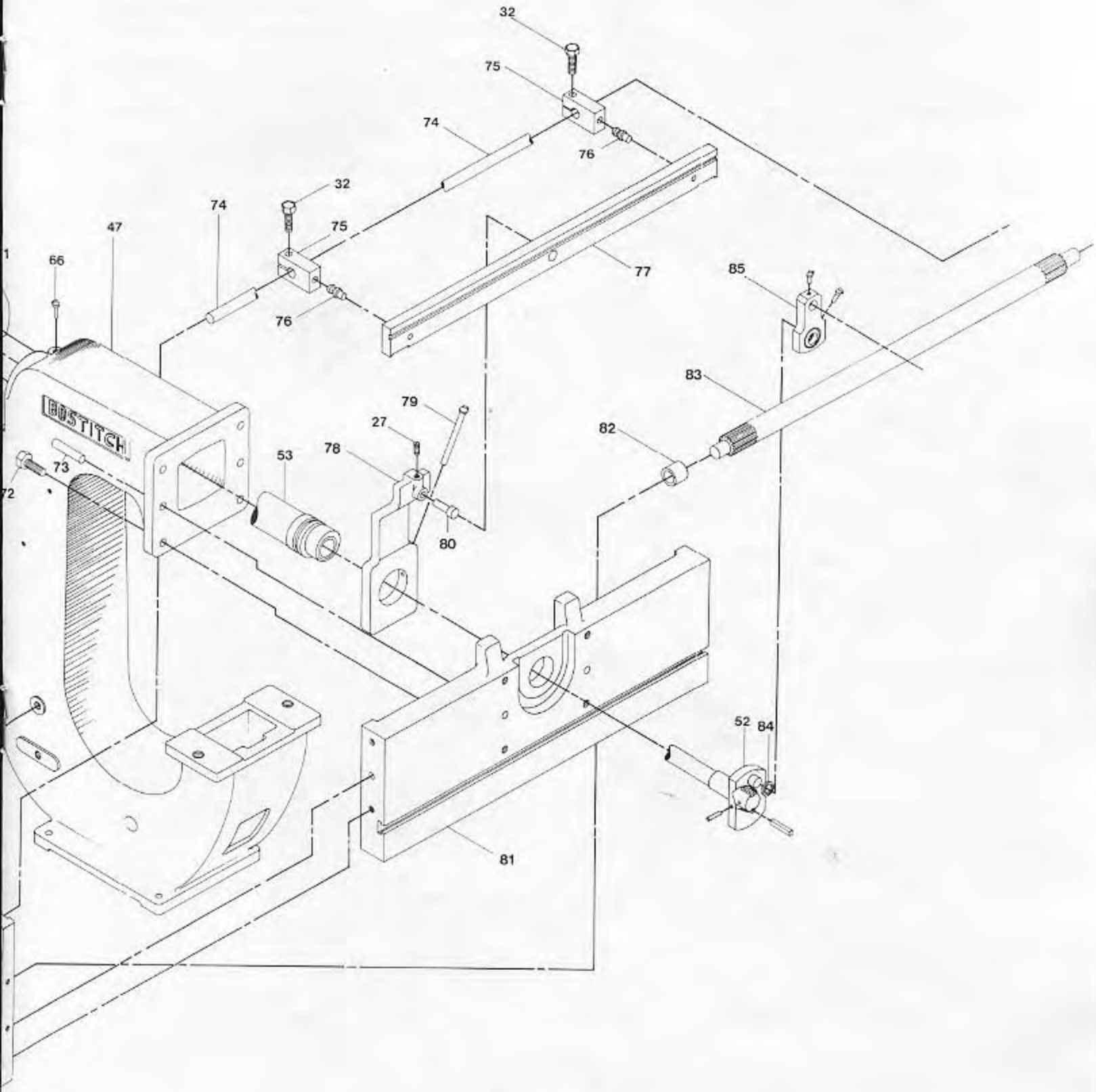
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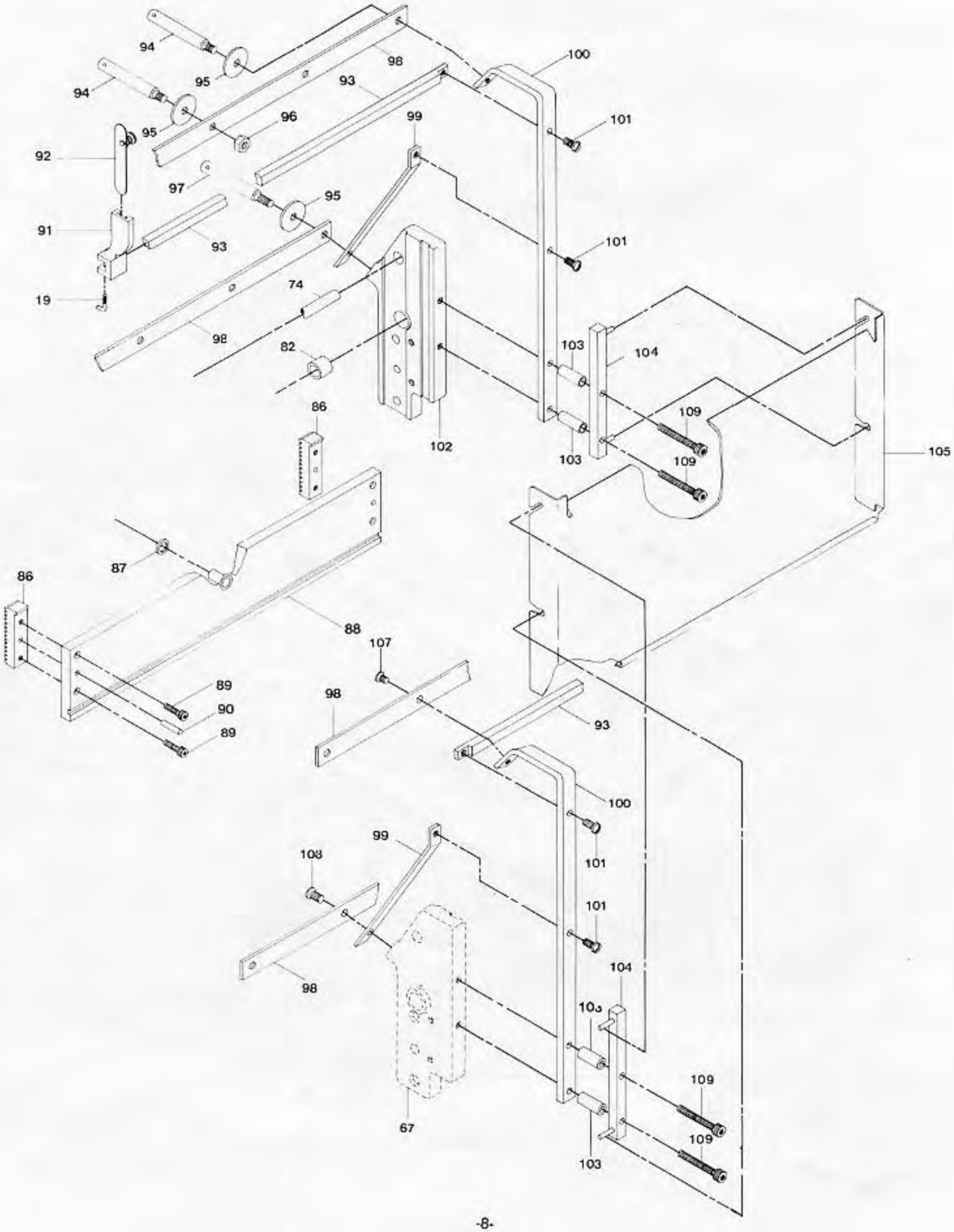
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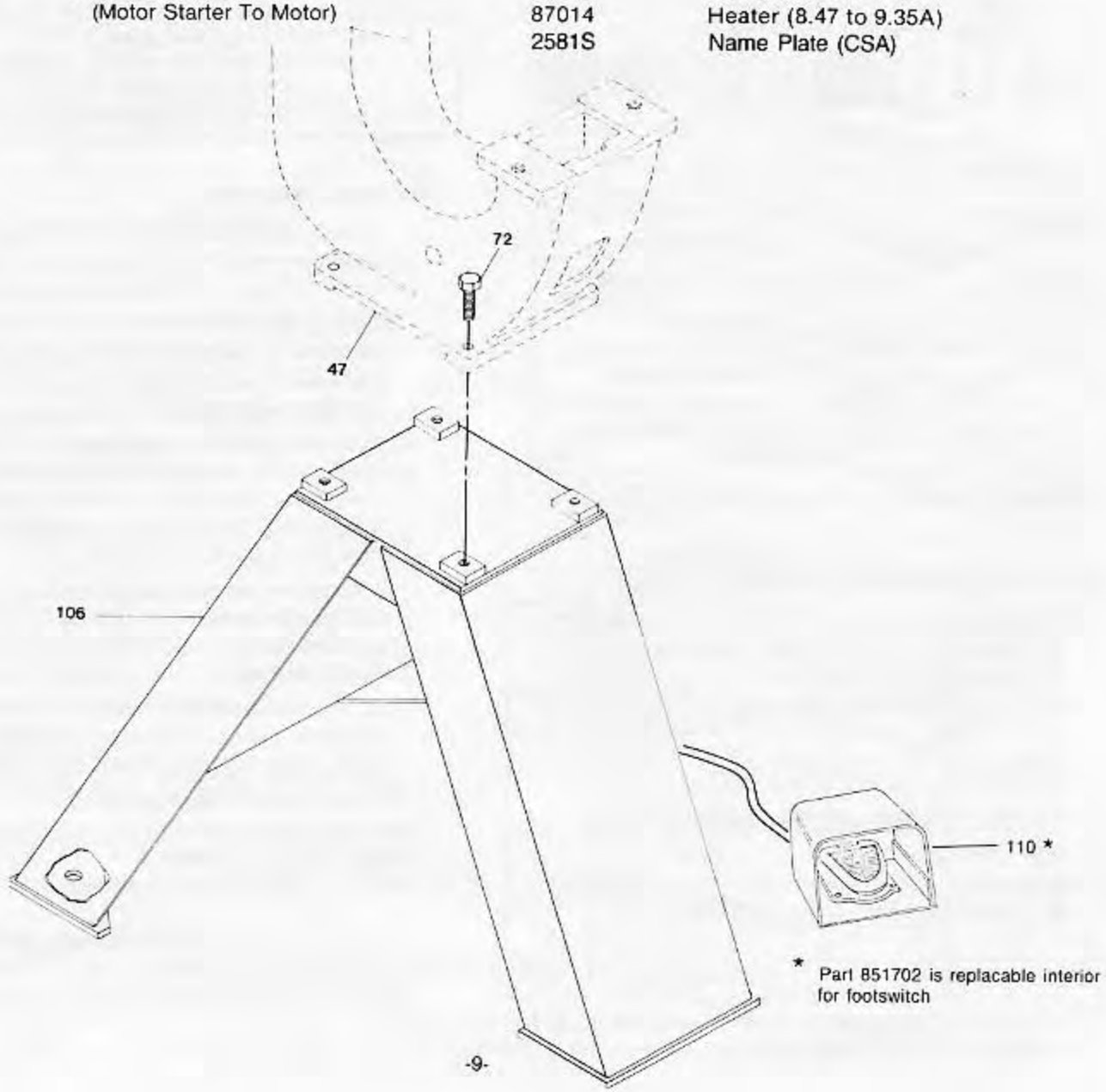
THE FOLLOWING ITEMS ARE PART OF #17AW STITCHER BUT FOR CLARITY HAVE NOT BEEN ILLUSTRATED.

UA3806.21	#10-14 x 3/8" Slotted Pan Head Plastite Screw (Belt Guard)
UA3308.3	#10-32 x 1/2" Slotted Rd Hd Machine Screw (Motor Ground)
HN1032	#10-32 Hex Nut (Motor Ground)
2601EHD25-1/2	Stitcher Head
0-99-995-046	5# Coil Wire
UA4206.1	1/4-20 x 3/8 Slotted Fillister Hd Machine Screw (Circuit Breaker)
UA3306.2	#10-32 x 3/8 Slotted Rd Hd Machine Screw (Ground Screw Circuit Breaker)
HN1032	#10-32 Hex Nut (Circuit Breaker)
85095	Wire Terminal Green Wire at Foot Switch
85098	Duplex Conn. (Motor Starter – Bot.)
85125	Cable Clamp
85126	Cable Connector (Motor)
85416	Flexible Conduit (Motor Starter To Motor)
85199	Wire Terminals (Starter Switch To Motor)
85417	#14 Wire Black
85419	#14 Wire White
86035	#14 Wire Green
85777	Anti-Short Bushing
85797	Insulated Wire Conn.
86198	90° Angle Conn. (Bracket)
87000B	Motor Starter Box
87001B	Motor Starter Cover
87002	Motor Starter
87583	Wire Terminal (Bl. & Wh. Wires at Foot Switch)
850602	Extra Flex Conduit
850603	Wire Terminal (Wh. Wire At Sol. Coil)
HN1032	#10-32 Hex Nut (Cable Clamp Cl. Anchor)
SW10	#10 Internal Screw
UA3306.2	#10-32 x 3/8 Rd Hd Slotted Machine Screw (Cable Clamps)
86243	Power Cord For 115v
87014	Heater (8.47 to 9.35A)
2581S	Name Plate (CSA)



* Part 851702 is replacable interior for footswitch

13. CLUTCH-BRAKE UNIT MAINTENANCE

This stitcher is equipped with a solenoid actuated, continuous trip, wrap spring, clutch-brake unit. It is a dependable device that seldom needs service, but should a malfunction occur, the following information will serve as a service and trouble shooting guide for maintenance of this unit.

14. ACTUATOR

The actuator is a simple straight-forward mechanical linkage. When the actuator does not trip the following checks should be made:

Problem	Cause and remedy
1. No power to the coil.	1. If no power to the coil, check all wiring and switching in the system that actuates the clutch.
2. Lack of continuity of the coil windings.	2. If no continuity, replace the coil.
3. Mechanical binding of the plunger.	3. Plunger binding may be caused by the shifting of the coil, or mushrooming of plunger end due to striking the back stop. In the latter case the plunger may be turned or filed to its true diameter.
4. Insufficient clearance of the actuator over the stop collar.	4. No clearance over the stop collar detent would be caused by lack of continuity of the linkage. Repair or adjust as needed.
5. Actuator loaded by the stop collar, in which case the collar pushes so hard on the actuator that it cannot be pulled by the coil.	5. Actuator loading can be caused by the braking force exceeding the limit of the brake or the differential setting of the unit being too close, i.e., CLUTCH ON BRAKE ON. (See instructions of setting on Assembly and Disassembly Instructions.)

15. CLUTCH AND BRAKE SPRINGS

With the brake engaged (full limit of output), the input hub should be free to rotate by hand. With the clutch engaged, the input and output should rotate together. If the unit does not rotate in either of these modes, the clearance between the hubs of the unit on the shaft may have been disturbed by dropping or hammering the unit on the shaft at assembly.

See Assembly and Disassembly instructions for readjusting.

Listed below are additional checks to be made if the clutch does not function correctly.

Problem	Cause and remedy
1. Clutch Brake does not drive but input turns.	A. Drive spring may be broken at crossover point from an overload caused by a jam. Replace spring and check hubs for damage. B. Collar may not snap forward because of foreign matter restricting movement. Clean unit. C. Actuator does not pull in. (See "Actuator.")
2. Clutch-Brake jams and stalls input motor.	A. Spring tang broken off drive spring, not allowing clutch to disengage while brake is engaged. Replace drive spring. B. Clutch output bound up. Check clearance between output hub and brake hub. C. Completely out of adjustment caused by losing an internal spring tang. Replace spring.
3. Output does not repeat stopping point.	A. Not enough inertia to actuate brake. B. Tang broken off brake spring. Replace spring. C. If unit has an adjustable collar, locking screw may be loose allowing adjusting screw to rotate.

16. DISASSEMBLY

When disassembling the clutch-brake unit, always mark the spring tang locations with reference to which slot they go in if the same springs are to be used in reassembly.

WARNING: ALWAYS DISCONNECT STITCHER MACHINE POWER CORD FROM POWER OUTLET BEFORE ANY DISASSEMBLY WORK.

To disassemble the clutch-brake unit it will first be necessary to remove the drive pulley from the stitcher by removing the V-belt, pulley washer (7679) and disconnecting anchor strap (7680) from clutch plate.

Disconnect wires from solenoid, swing Anchor Bracket down out of way and carefully slide pulley and clutch off as a unit. Remove drive pulley from input hub then:

(a) Release Actuator Lever so that clutch is engaged and brake released.

(b) Remove Retaining Ring and Shim Washer, if any, from the input Hub end.

(c) Remove Input Hub, by rotating opposite to the drive direction.

(d) Remove Retaining Ring and Shim Washer, if any, from the Mounting Plate end.

(e) Remove Output Shaft, Springs, and control Collar assembly, by rotating Output Shaft in the drive direction. (DO NOT DISASSEMBLE BRAKE HUB FROM MOUNTING PLATE.)

(f) Remove Control Collar from the Output Shaft and Spring assembly, by extracting towards the Brake Spring end.

17. ASSEMBLY

(a) Replace Clutch, Brake, and Anti Back-up Springs as required. (Assemble springs concentric and square to the Output Shaft.)

(b) Assemble Control Collar over the Output Shaft and Spring assembly, by inserting from the Brake Spring end. (It will be necessary to extend Brake Spring using long nose pliers.)

(c) Place the Brake Spring tang in any one of the nine (9) Control Collar slots at *random.*

(d) Assemble Output Shaft, Springs, and Control Collar assembly to the Mounting Plate asembly by rotating Output Shaft in the drive direction.

(e) Assemble Retaining Ring to Output Shaft at the Mounting Plate end (smooth surface facing Brake Hub.) Check end play between Hub and Retaining Ring with feeler gauge. There should be .004 to .010 end play. Use shim washer to adjust.

(f) Rotate Output Shaft in the drive direction, until it reaches a full brake position.

(g) With the *Clutch* Spring Tang *not* in slot, insert the Input Hub by rotating opposite to the drive direction.

(h) Select the one of ten (10) Control Collar slots for the Clutch Spring Tang that will provide a .38 to .50" circumferential overtravel of the Control Collar when released.

Note: At this point it may be necessary to reselect one (1) of the nine (9) Control Collar slots for the Brake Spring tang (release Actuator Lever, remove Clutch Spring Tang from slot, them move Control Collar axially towards the Input Hub end and rotate it opposite to the drive direction to pick up next slot).

(i) Repeat Step (h) until the .38" to .50" specification is achieved.

(j) Assemble Retaining Ring to Output Shaft at the Input Hub end (smooth surface facing Input Hub).

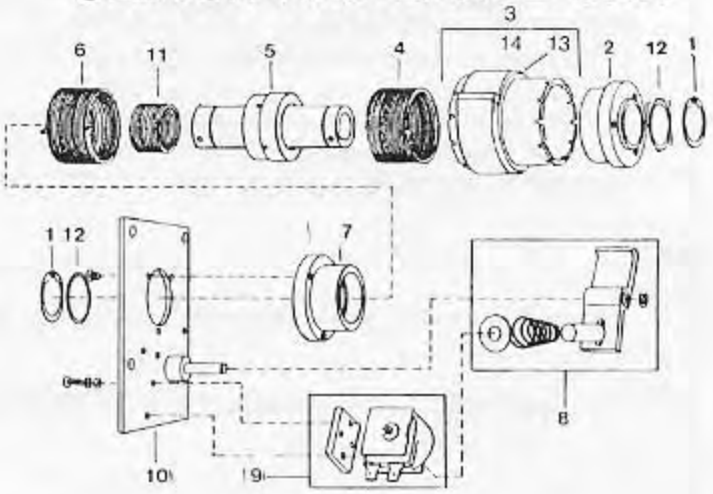
(k) Reassemble unit to machine. Check end play between input hub and retaining ring with feeler gauge. There should be .002-.003 end play on input hub.

IMPORTANT: After Clutch is assembled to machine, the Clutch Plate should be free to float on bearing – the Anchor Strap is only to prevent Plate rotation.

18. LUBRICATION

The clutch-brake unit is designed with the bearing parts made from sintered metal that has been impegnated with oil and normally do not need to be re-lubricated. In cases where there is severe duty, or the environment is such that it may "wick-out" oil, wash off oil, or fill the clutch with foreign matter, the unit may be re-oiled or flushed out with minimal or no disassembly by using a light bearing oil as used in manufacture (Shell Bearing Infusion Oil #33). If disassembly of the unit for cleaning and oiling is necessary, follow the detailed disassembly instructions to the point needed, flush and wipe parts in the oil to be used for re-lubrication. DO NOT USE SOLVENT to clean the parts. To get more cleaning action from the oil, it may be heated while cleaning the components, but bring the parts back to ambient temperature submerged in cool oil.

CLUTCH AND BRAKE UNIT



ITEM	DESCRIPTION	PART NO.
1	Retaining Ring	850886
2	Input Hub	851321
3	Control Collar Assembly — CW	850888
4	Spring — Drive — CW	850889
5	Output Assembly	850891
6	Spring — Brake — CW	850889
7	Brake Hub	850892
8	Actuator Assembly (6 pieces)	850809
9	Coil Assembly (For 115V Service — 60 HZ) Coil Assembly (For 230V Service — 50 HZ)	850893 850894
10	Plate Assembly	850890
11	Anti Back-up Spring	850962
12	Shim Washer	851126
13	Retaining Ring	851243
14	Control Collar Cam	851766

NOTE: At this point it may be necessary to reselect one (1) of the nine (9) Control Collar slots for the Brake

19. CONTROL COLLAR ADJUSTMENT

The stopping position of the head can be changed if necessary by adjusting the position of the stop cam on the control collar sleeve. Turn power off, trip clutch by hand *(see Turning Machine Manually, page 2)* and rotate drive pulley until driver is in desired stopping position then proceed as follows:

(a) Work retaining ring "A" out of groove and slide forward on sleeve "C" (See illustration below)

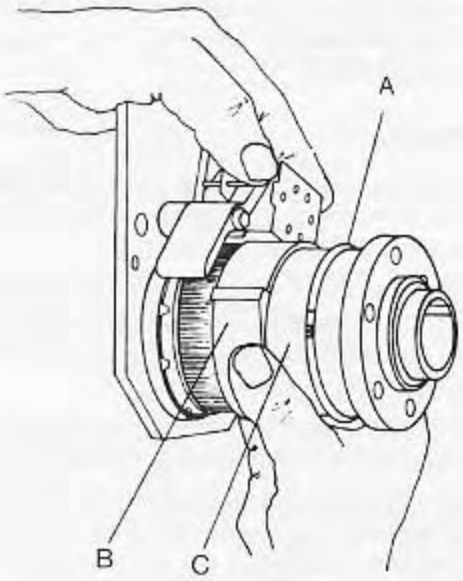
(b) Slide cam "B" off splines, rotate to desired relationship of stop to shaft keyway, and slide back on splines. The actuator pawl will have to be held clear during this operation.

(c) Slide retaining ring back into groove.

NOTE: Make sure brake is locked up before proceeding to insure getting proper stop point.

20. INSTRUCTIONS FOR COIL REPLACEMENT

1. Place the spring onto the plunger with the narrow end towards the actuator then slide the nylon washer onto the plunger. Slide the solenoid and spacer plate onto the actuator/ plunger assembly. Secure the solenoid and spacer plate with the cap screws and washers. *DO NOT* tighten more than finger tight.
2. Energize the coil and adjust the gap between the actuator and the top of the collar stop .015 to .030 inches by sliding the solenoid assembly. (Note: push the collar towards the actuator to allow for collar movement). Tighten the cap screws.



Litho in U.S.A.