TELETYPE

MODEL 14

BOOK 1

WAR DEPARTMENT TECHNICAL MANUAL

TM 11-2223

This manual supersedes so much of TM11–2220, 8 November 1944, and TM11–2219, 21 November 1944, as pertains to typing reperforators; and so much of TM11–353, 2 July 1941; TM11–2203, 10 June 1944; TM11–2210, 9 May 1944; TM11–2211, 8 May 1944; TM11–2214, 8 August 1944; and TM11–2216, 27 November 1944, as pertains to typing and nontyping reperforators.

TYPING AND NONTYPING REPERFORATORS

TELETYPE MODEL 14

WAR DEPARTMENT • SEPTEMBER 1947

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TM 11–2223, Typing and Nontyping Reperforators, Teletype Model 14, is published for the information and guidance of all concerned.

[AG 300.7 (14 May 46)]

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For explanation of distribution formula see TM 38–405.

CONTENTS

BOOK 1. TYPING REPERFORATORS

BOOK 2. NONTYPING REPERFORATORS

DESTRUCTION NOTICE

WHY—

To prevent the enemy from using or salvaging this equipment for his benefit.

WHEN—

When ordered by your commander.

HOW—

1. Smash—Use sledges, axes, handaxes, pickaxes, hammers, crowbars, heavy tools.
2. Cut—Use axes, handaxes, machetes.
3. Burn—Use gasoline, kerosene, oil, flame throwers, incendiary grenades.
4. Explosives—Use firearms, grenades, TNT.
5. Disposal—Bury in slit trenches, fox holes, other holes. Throw in streams. Scatter.

USE ANYTHING IMMEDIATELY AVAILABLE FOR DESTRUCTION OF THIS EQUIPMENT

WHAT—

1. Smash—Base, motor, typing reperforator unit, cover, relay, equipment table.
2. Cut—All power and signal cords and wiring.
3. Burn—Wooden cases, technical manuals, and records.
4. Bury or scatter—Any or all of the above.

DESTROY EVERYTHING

SAFETY NOTICE

SEVERE SHOCK MAY RESULT FROM CONTACT WITH CURRENT-CARRYING PARTS OF THIS EQUIPMENT. BE SURE THAT THE POWER IS OFF BEFORE TOUCHING TERMINALS AND CONDUCTORS WITH BARE HANDS. ALL TEST LEADS SHOULD BE INSULATED.


TL55877S

BOOK 1

TYPING REPERFORATORS

This manual supersedes so much of TM11–2220, 8 November 1944, and TM11–2219, 21 November 1944, as pertains to typing reperforators; and so much of TM 11–353, 2 July 1941; TM 11–2203, 10 June 1944; TM11–2210, 9 May 1944; TM11–2211, 8 May 1944; TM11–2214, 8 August 1944; and TM11–2216, 27 November 1944, as pertains to typing and nontyping reperforators.

PART ONE

INTRODUCTION

Section I. DESCRIPTION

1. General

a. Teletype model 14 typing reperforator is a motor-driven device for receiving and, when equipped with a keyboard base, transmitting messages in the form of electrical impulses and recording the messages both in code perforations and in typewritten characters on the same paper tape.

b. Model 14 typing reperforators are of two types: sending-receiving typing reperforators and receiving-only typing reperforators.

(1) The sending-receiving typing reperforator (fig. 1) is equipped with a keyboard base. Operation of the keyboard at the home station sets up electrical impulses which activate a simultaneous dual action: the impulse goes out over the line to the distant station to a receiving mechanism which code-perforates the tape; at the same time the impulse actuates the perforating mechanism of the home station typing reperforator, recording the outgoing message on perforated tape. Therefore messages may be transmitted either as electrical impulses directly from the keyboard to another machine or by using the code–perforated tape in a transmitter distributor.

(2) The receiving-only typing reperforator is not equipped with a keyboard base as this type of the equipment is used only for receiving. Receiving-only bases are of two types, designated low base and high base.

c. Teletype model 14 typing reperforator is used by the Army as tactical (field) equipment and as fixed plant (signal center) equipment. Normally the model 14 typing reperforator is used as part of a complete teletypewriter set or system and not as an independently operated unit. The type of tape recording provided by the model 14 typing reperforator, bearing the message both in type and in code-perforation, makes this equipment particularly useful in message and signal centers where large amounts of traffic (both relay and originating) must be handled without delay.

d. Code designations identifying model 14 typing reperforators include the use (tactical or fixed plant), the make or type of motor (General Electric, Holtzer-Cabot, Electric Sprayit, governed series, or synchronous), and the type-bar arrangement (weather or communication symbols). Table 1 shows the code designations in tabular form.

(1) The first section of the code designation is the use factor:

(*a*) FPR17 denotes tactical equipment; normally sending-receiving.

(*b*) FPR5 denotes fixed plant equipment; normally receiving-only.

(*c*) FPR21 denotes fixed plant equipment mounted on a low base; normally receiving-only.

(*d*) FPR23 denotes fixed plant equipment mounted on a high base; normally receiving-only.

(2) The first section is followed by letters designating the motor:

(*a*) FN denotes a General Electric governed series motor.

EXAMPLE:

Table I. Explanation of code designations

1 2 3	1		2		3	
	Unit prefix	Type of unit		Motor		Type of characters	
FPR17 FN 226	FPR	17	tactical	FN	General Electric (governed series)	222	Weather
		5	fixed plant				
		21	fixed plant				
		23	fixed plant	FT	Holtzer-Cabot (governed series)	226	Communication
				GB	Governed series* (general)		
				H	Synchronous* (general)		

*Made by General Electric, Holtzer-Cabot, and Electric Sprayit.

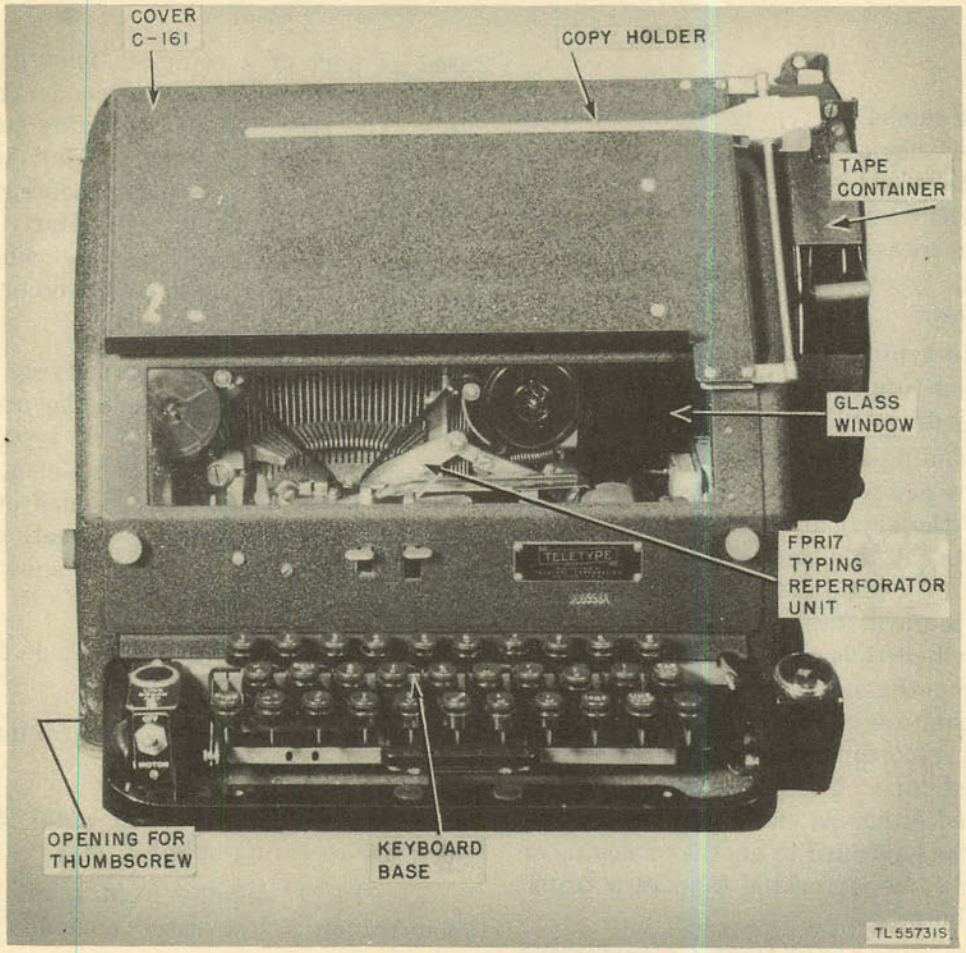

Figure 1. Model 14 (FPR17) typing reperforator, complete with cover.

(b) FT denotes a Holtzer-Cabot governed series motor.

(c) GB denotes a governed series motor; may be made by General Electric, Holtzer-Cabot, or Electric Sprayit.

(d) H denotes a synchronous motor; may be made by General Electric, Holtzer-Cabot, or Electric Sprayit.

(3) The last section of the code designation gives the type-bar arrangement:

(a) The number 222 denotes weather symbols.

(b) The number 226 denotes communication symbols.

(4) Following are examples of model 14 typing reperforator code designations:

(a) FPR17FN226 is tactical equipment, has a General Electric governed series motor, and transmits and receives communication symbols.

(b) FPR17FT222 is tactical equipment, has a Holtzer-Cabot governed series motor, and transmits and receives weather symbols.

(c) FPR21GB226 is fixed plant equipment mounted on a low base, has a governed series motor, and receives communication symbols.

(d) FPR23H222 is fixed plant equipment mounted on a high base, has a synchronous motor, and receives weather symbols.

e. Descriptive information and detailed maintenance and repair instructions for model 14 typing reperforators (FPR17, FPR5, FPR21, and FPR23) are covered in this technical manual. Planning data, installation procedures, and operating features are given in technical manuals covering the teletypewriter set or system of which the particular model 14 typing reperforator is a part; these related technical manuals are referenced throughout this manual. The technical manuals with which this manual normally will be used and in which will be found installation and operation instructions for the particular model 14 typing reperforator supplied with the equipment are listed in appendix I. It also lists technical manuals for other complete teletypewriter sets or systems in which model 14 typing reperforators are commonly used.

2. Model 14 (FPR17) Typing Reperforator

a. GENERAL (FIG. 2). (1) The four principal models of the FPR17 typing reperforator covered in this manual are the FPR17FN222, FPR17FN226, FPR17FT222, and FPR17FT-226. The model 14 (FPR17) sending-receiving typing reperforator is used as tactical equipment and is part of tactical teletypewriter sets such as Reperforator Transmitters TG–26–A and TG–27–A.

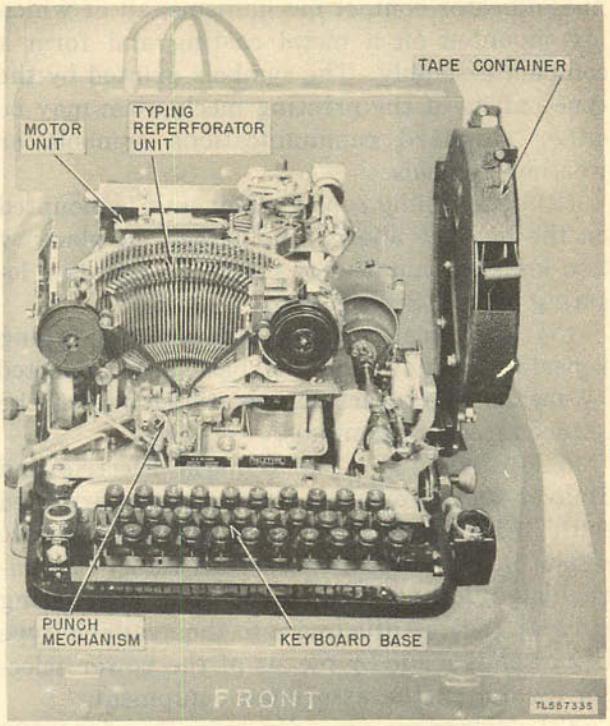

Figure 2. Model 14 (FPR17) typing reperforator, cover removed.

(2) When set up and ready for use, FPR17 typing reperforators are approximately 16⅜ inches long, 16⅛ inches wide, 11¾ inches high, and weigh approximately 62¼ pounds.

(3) In normal use, the FPR17 typing reperforator is permanently mounted, with other teletypewriter equipment, on a wooden chest.

b. BASE. The base is a metal casting on which is mounted the keyboard transmitter, tape container, keylevers that form the keyboard, motor switch, break key, end-of-line indicator, tape-out alarm bell, slip-connection block, and terminal block. External wiring for the typing reperforator is connected to the terminal block, located at the rear right-hand corner on the upper side of the base. (See fig. 3.) Four resilient, shock-absorbing mountings (Lord mountings) are used to fasten the base on the chest.

c. TYPING REPERFORATOR UNIT (FIG. 4). (1) The typing reperforator unit includes the motor (*d* below), main shaft, pulling magnet type selector mechanism, printing and perforating mechanisms, and ribbon feed and end-of-

line indicator contact mechanisms, all of which are mounted on a metal casting and form a compact assembly. The symbols printed by the type pallets of the printing mechanism may be either standard communications symbols or weather symbols.

(2) The typing reperforator unit is mounted on the base (*b* above) and is held in place by two knurled thumbscrews (fig. 8) and two locating pins. (See fig. 9.)

(3) Electrical circuits between the typing reperforator unit and the base are connected by means of contact screws which match the slip-connection terminals.

d. MOTORS. (1) The General Electric and Holtzer-Cabot governed series motors furnished with FRP17 typing reperforators operate either on 115-volt direct current (dc) or on unregulated 115-volt, 25- to 60-cycle alternating current (ac). Adjustment to the available type of power is made by means of the power selector switch on the associated equipment.

(2) Motors may be adjusted either for 2,102 or 2,308 revolutions per minute (rpm) and the FPR17FN226 and FPR17FT226 equipments, carrying communication symbols, may be used for interoperation with British (Creed) teleprinter equipment. (See par. 7*a*(2)(*a*).) (Equipment carrying weather symbols is not used for interoperation with British equipment.)

(3) The gears, target, and tuning fork required for use with FPR17 motors are listed in paragraph 7, table IV.

Note. FPR17 motors are interchangeable as units but the internal parts of General Electric and Holtzer-Cabot motors are not interchangeable. FPR17 motors are the same as those supplied with Printer TG–7–A and Teletypewriters TG–7–B and TG–37–B, thus facilitating motor replacement in the field.

e. COVER (FIG. 1). The FPR17 typing reperforator cover, designated C–161, fastens to the base with two thumbscrews, one on each side of the typing reperforator. A glass window on the front of the cover provides a limited internal view of the equipment.

3. Model 14 (FPR5) Typing Reperforator (fig. 6)

The principal model of FPR5 typing reperforators covered in this manual is the FPR5GB. This typing reperforator is used with fixed plant teletypewriter equipment such as Teletypewriter Set AN/TGC–1. When set up ready for use, FPR5 typing reperforators are approximately 12 inches long, 13 inches wide, 8½

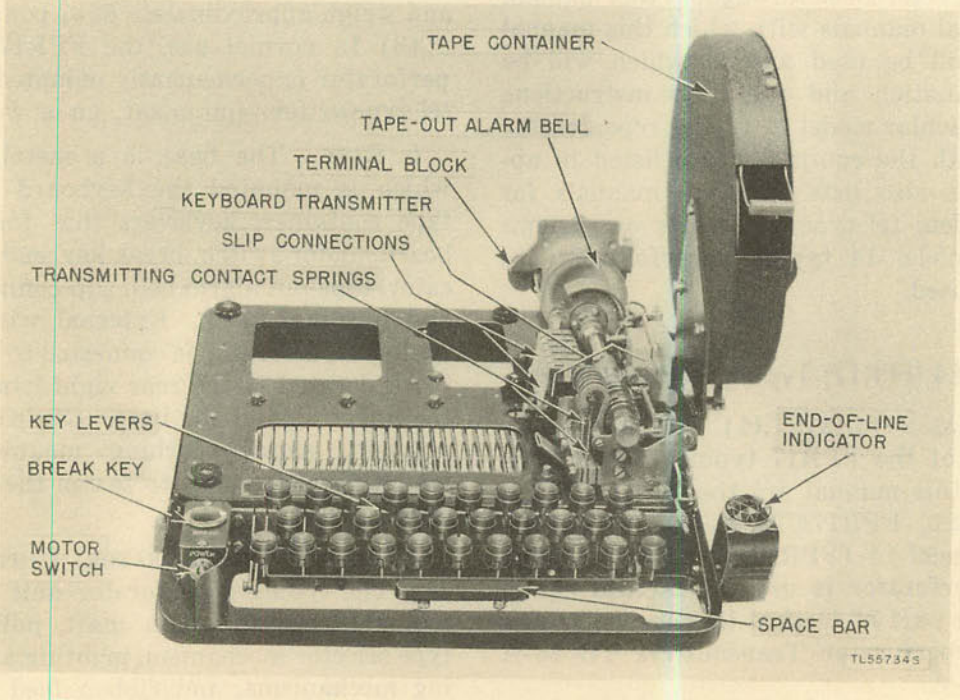

Figure 3. Sending-receiving base for model 14 (FPR17) typing reperforator.

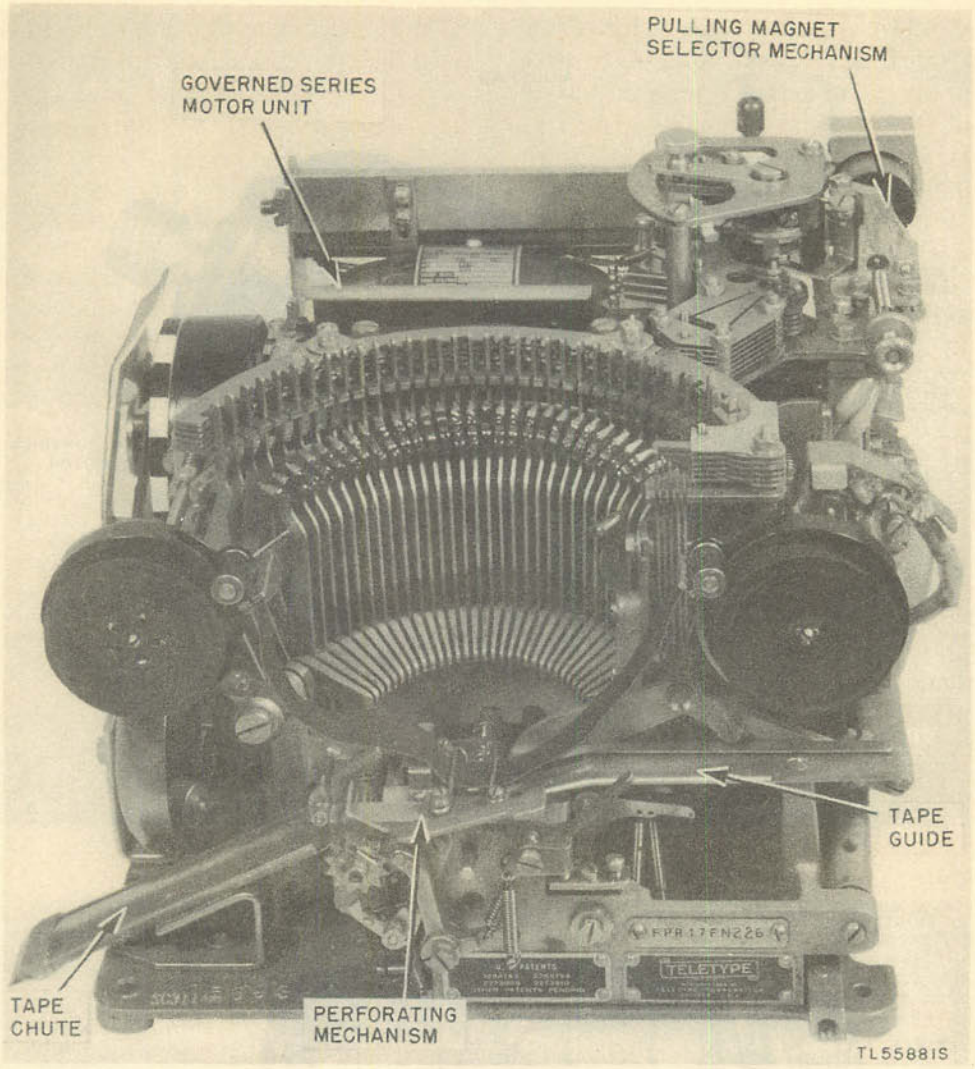

Figure 4. Model 14 (FPR17) typing reperforator unit.

inches high, and weigh approximately 34¼ pounds. In normal use the FPR5 typing reperforator does not require a base. Either governed series (par. 2*d*) or synchronous motors (par 4*d*(2)) may be supplied with the FPR5 typing reperforator. It is mounted in a console housing the entire teletypewriter set.

4. Model 14 (FPR21) Typing Reperforator

a. GENERAL (FIG. 7). (1) The four principal models of the FPR21 typing reperforator covered in this manual are the FPR21H226, FPR21GB226, FPR21H222, and FPR21GB222. The model 14 (FPR21) receiving-only typing reperforator is used in fixed plant installations and is part of fixed plant teletypewriter equipment such as 132 and 133 teletypewriter sets.

(2) When set up and ready for use, FPR21 typing reperforators are 16⅜ inches long, 13½ inches wide, 11¾ inches high, and weigh approximately 62¼ pounds.

(3) In normal use, the FPR21 typing reperforator is mounted, with other teletypewriter equipment, on the metal tables of the 132 and 133 teletypewriter sets.

b. BASE. (1) The base is a metal casting on which is mounted the tape container, motor switch, tape-out alarm bell, slip-connection block, and terminal block. External wiring for the typing reperforator is connected to the terminal block, located at the rear right-hand

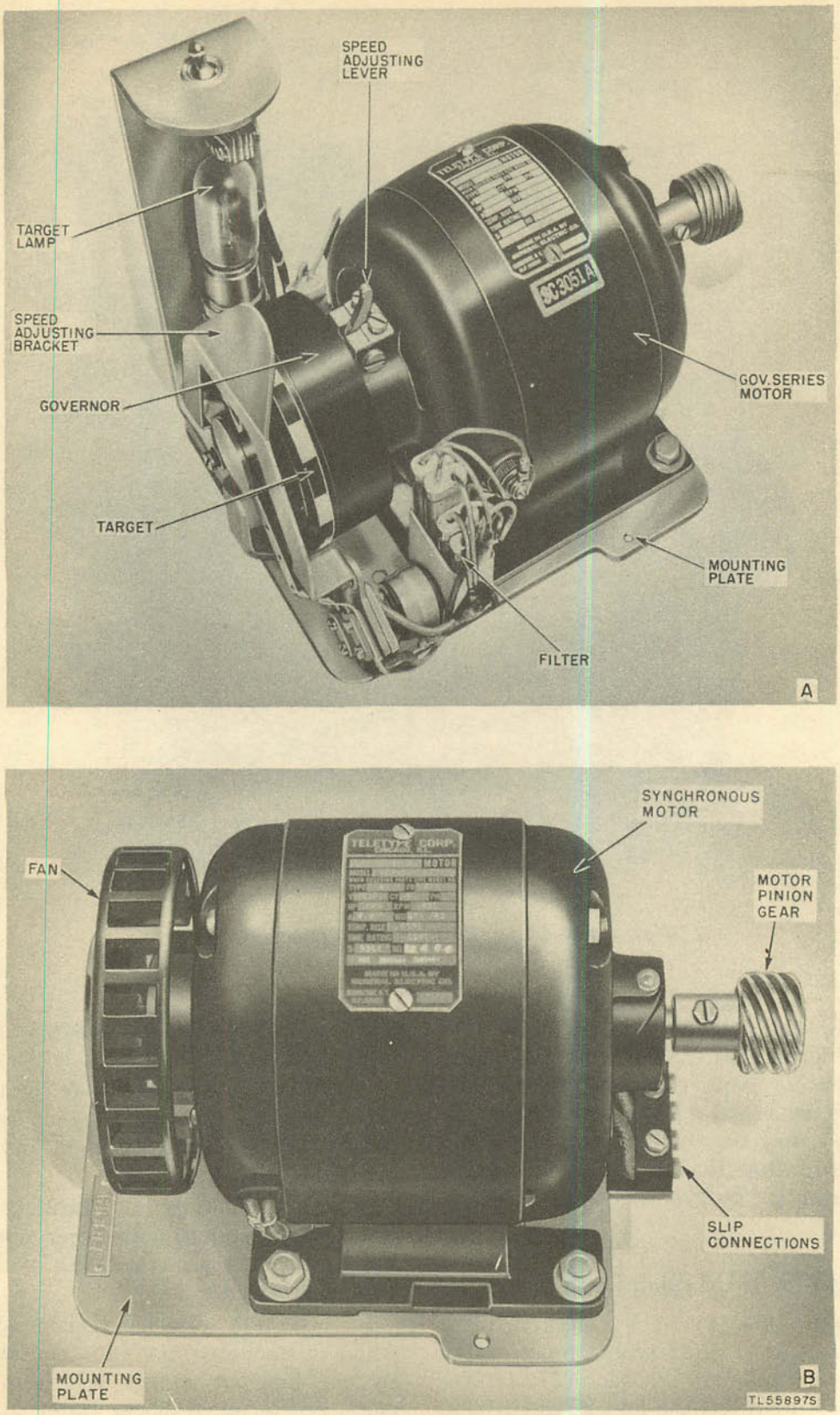

Figure 5. Typical governed series motor unit (A) and synchronous motor (B).

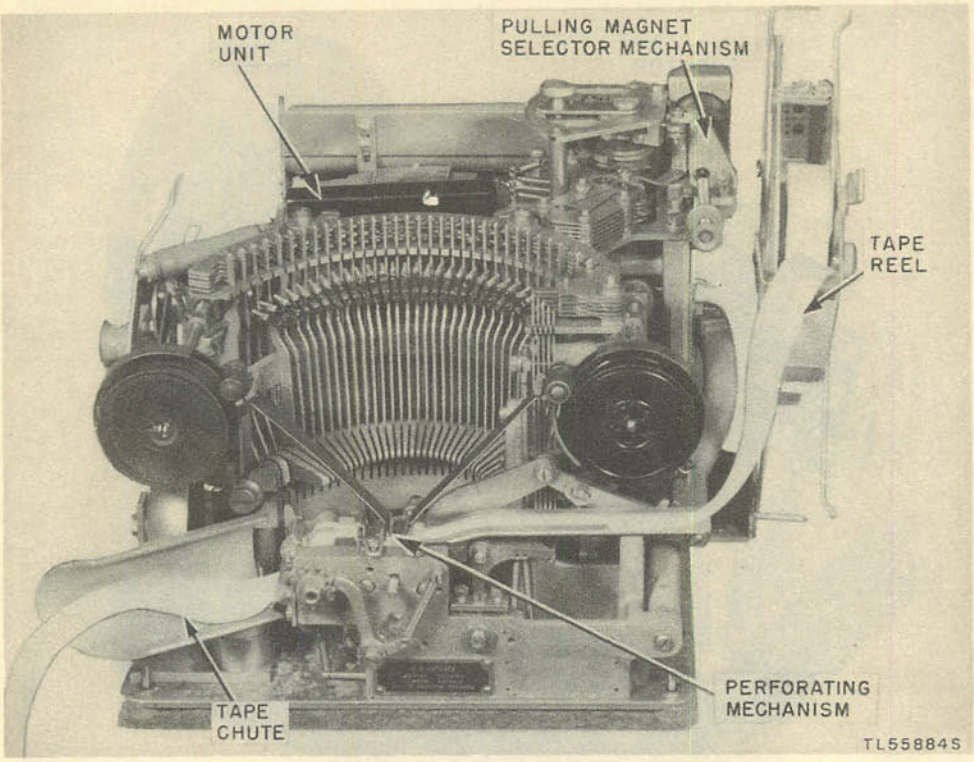

Figure 6. Model 14 (FPR5) typing reperforator.

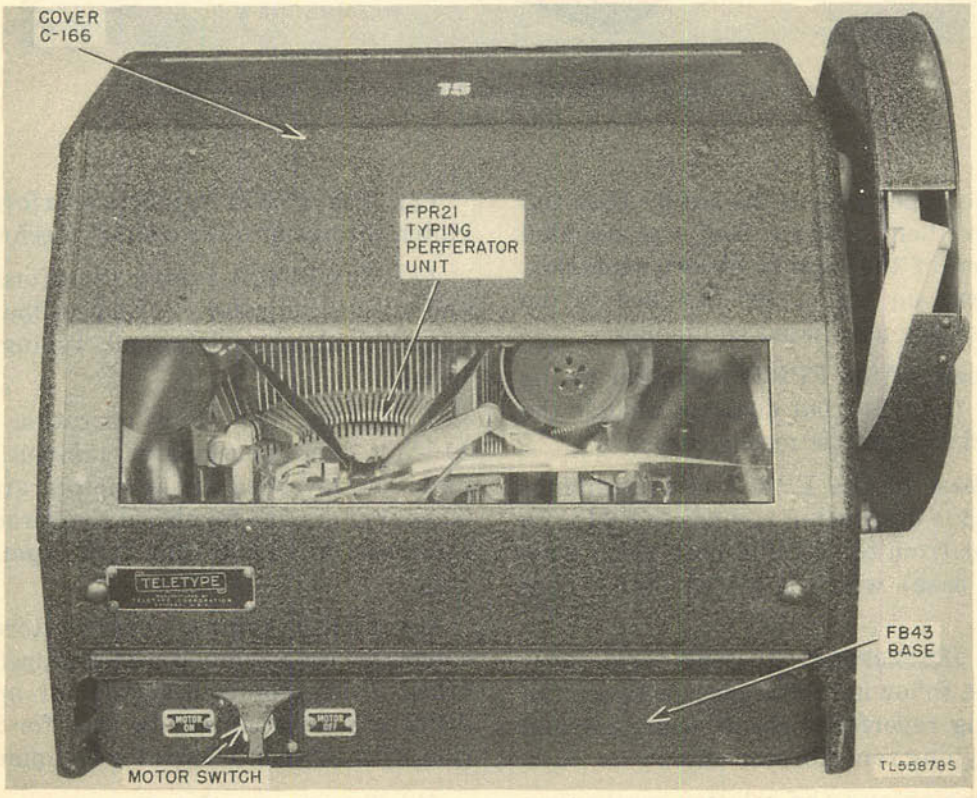

Figure 7. Model 14 (FPR21) typing reperforator, complete with cover.

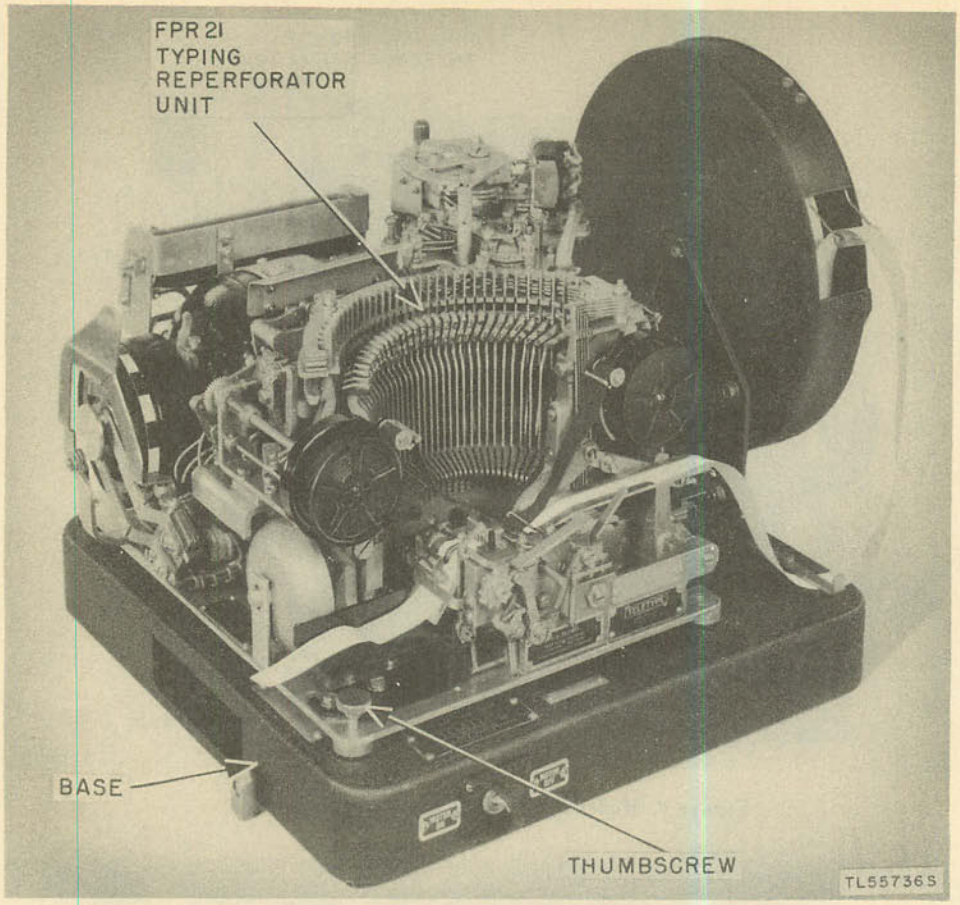

Figure 8. Model 14 (FPR21) typing reperforator, cover removed.

corner on the upper side of the base. (See fig. 9.) Four resilient, rubber feet are mounted on the bottom of the base to absorb vibration. The base rests on but is not fastened to the metal table of the associated equipment.

(2) The base of the FPR21 is similar to the FPR17 base (par. 2*b*) but does not include the keyboard and transmitter mechanisms.

(3) The base of the FPR21 is a receiving-only base and is designated low base (FB43) to distinguish it from the FPR23 base (also a receiving-only base) which is a high base. (See fig. 12.)

c. TYPING REPERFORATOR UNIT (FIG. 10). There are the following differences between the FPR17 typing reperforator unit (par. 2*c*) and the FPR21 typing reperforator unit:

(1) The motor and the selector mechanism differ in the two units.

(2) The FPR21 typing reperforator has a clutch throw-out lever contact mechanism.

(3) The FPR21 typing reperforator has no end-of-line indicator. (End-of-line indicators are not used on receiving-only typing reperforators.)

d. MOTORS. (1) For operation either on 115-volt dc or unregulated 115-volt, 25- to 60-cycle ac, governed series motors are supplied. These motors are furnished to operate at one of three speeds: 1,800 rpm, 2,102 rpm, and 2,308 rpm.

(*a*) FPR21 typing reperforators carrying communication symbols and equipped with governed series motors designed for operation at 2,102 or 2,308 rpm may be used for interoperation with British teleprinter equipment.

(b) Typing reperforators equipped with motors having a correct speed of 1,800 rpm are not

satisfactory for interoperation with British teleprinter equipment.

(2) For operation from a regulated source of 115-volt, 60-cycle ac, synchronous motors with a speed of 1,800 rpm are supplied. Typing reperforators equipped with these synchronous motors are not satisfactory for interoperation with British equipment.

(3) The motor and governor brush assembly of the FPR21 (when used) are mounted on a motor mounting plate which is fastened to the typing reperforator unit frame.

(4) Motors supplied with FPR21 are manufactured by General Electric, Holtzer-Cabot, and Electric Sprayit. All three of the motors are interchangeable as units but all of their internal parts are not interchangeable.

(5) The gears, target, and tuning fork required for use with each of the motors are listed in paragraph 7, table IV.

e. COVER. The typing reperforator cover, designated C–166, is similar to the cover used with the FPR17 typing reperforator (par. 2*e*), differing mainly in the following details:

(1) There is no copy holder on the C–166 cover (fig. 7) and the control levers do not extend through the front of the cover as they do on the sending-receiving typing reperforator. (See fig. 1.)

(2) The cover does not fasten to the base and can be removed easily by lifting it straight up.

5. Model 14 (FPR23) Typing Reperforator

a. GENERAL. (1) The four principal models of FPR23 typing reperforators covered in this manual are the FPR23H226, FPR23GB226, FPR23H222, and FPR23GB222. These model 14 receiving-only typing reperforators are used with fixed plant teletypewriter equipment such

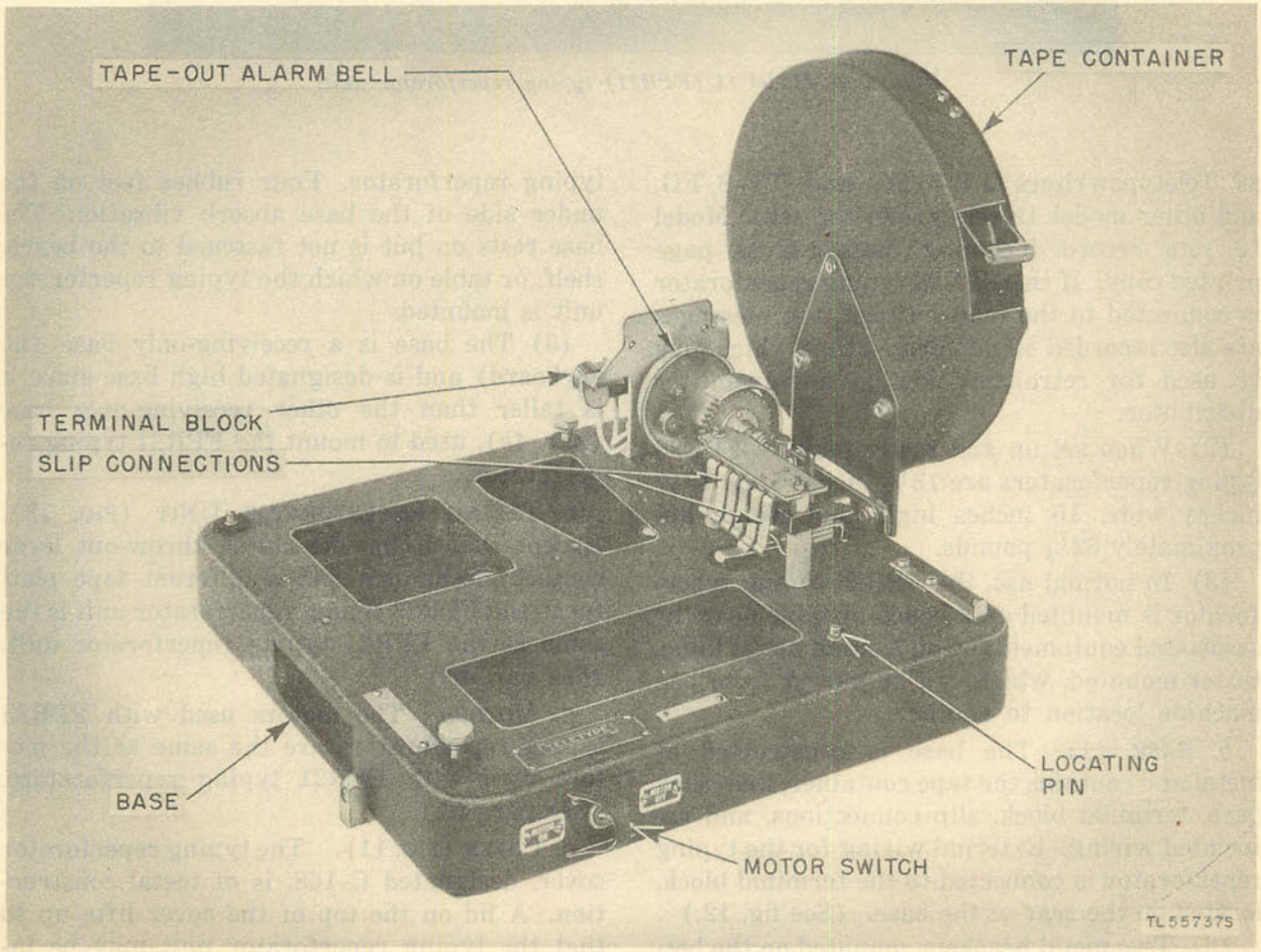

Figure 9. Receiving-only (low) base for model 14 (FPR21) typing reperforator.

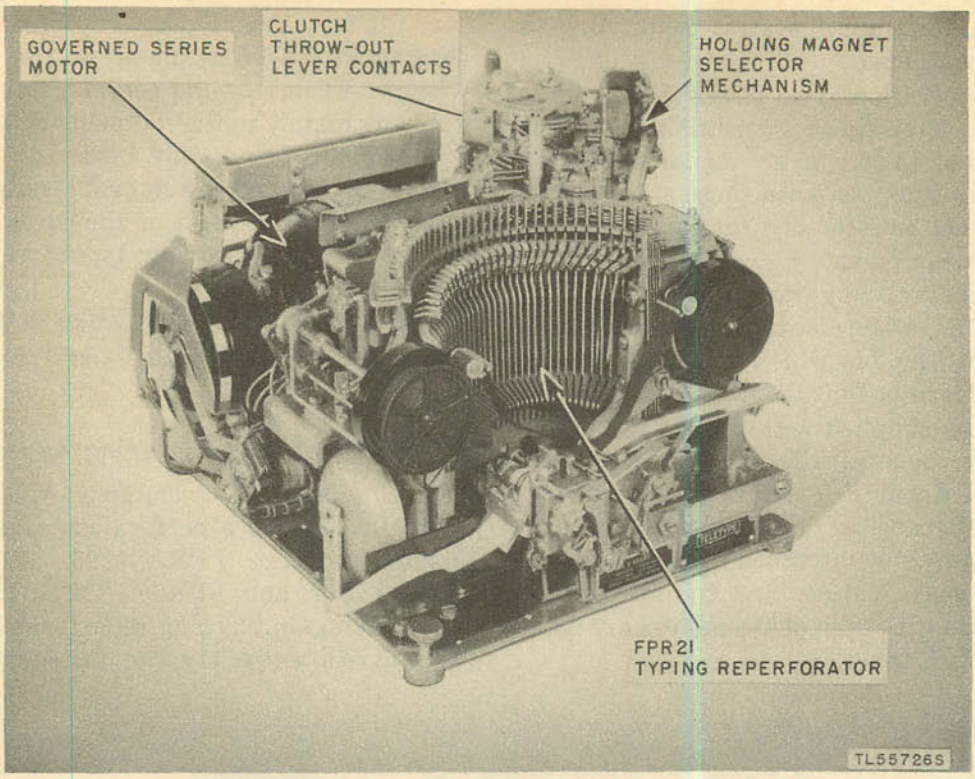

Figure 10. Model 14 (FPR21) typing reperforator unit.

as Teletypewriters TT–7/FG and TT–8/FG, and other model 19 teletypewriter sets. Model 19 sets record incoming messages as page printed copy. If the FPR23 typing reperforator is connected to the model 19 set, the messages are also recorded on perforated tape which may be used for retransmission by a transmitter distributor.

(2) When set up and ready for use, FPR23 typing reperforators are 13½ inches long, 13¼ inches wide, 15 inches high, and weigh approximately 62¼ pounds.

(3) In normal use, the FPR23 typing reperforator is mounted on a bench or table near the associated equipment, or on a small metal table, caster-mounted, which can be moved from one machine location to another.

b. BASE. (1) The base is constructed of metal and contains the tape container, line-relay base, terminal block, slip connections, and associated wiring. External wiring for the typing reperforator is connected to the terminal block, located on the rear of the base. (See fig. 12.)

(2) Two metal brackets, mounted on the bottom of the base, support the weight of the typing reperforator. Four rubber feet on the under side of the base absorb vibration. The base rests on but is not fastened to the bench, shelf, or table on which the typing reperforator unit is mounted.

(3) The base is a receiving-only base (no keyboard) and is designated high base since it is taller than the other receiving-only base (par. 4*b*), used to mount the FPR21 typing reperforator.

c. TYPING REPERFORATOR UNIT (FIG. 13). Except that it has no clutch throw-out lever contact mechanism and a different tape platform, the FPR23 typing reperforator unit is the same as the FPR21 typing reperforator unit. (See par. 4*c*.)

d. MOTORS. The motors used with FPR23 typing reperforators are the same as the motors used with FPR21 typing reperforators. (See par. 4*d*.)

e. COVER (FIG. 11). The typing reperforator cover, designated C–168, is of metal construction. A lid on the top of the cover lifts up so that the typing reperforator unit may be inspected without removing the cover, and a door

on the front of the cover permits access to the tape container so that the tape supply may be replenished without lifting the cover.

6. Message Tapes

Messages recorded on tape produced by model 14 typing reperforators appear on the tape both in typewritten characters and in code perforations. Since the typewritten characters and the code perforations occupy the same area on the tape, complete perforation of the tape would remove part of the printing, thereby impairing the readability of the typewritten message. Therefore a chadless form of perforation is used. The punchings, or chads, are not completely severed from the tape; about 75 percent of the circumference of the chad is severed, the rest remaining attached and forming a lid for the hole or perforation cut in the tape. Figure 14 shows a sample of chadless perforated tape.

7. Differences In Models

a. Principal differences between model 14 typing reperforator equipments are given in tables II, III, and IV.

(1) Types of service, principal components, dimensions, and weights are given in tables II and III.

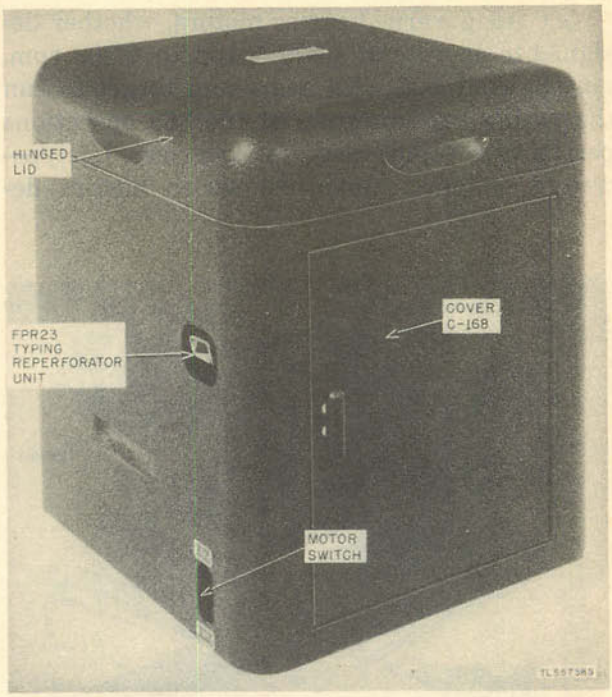

Figure 11. Model 14 (FPR23) typing reperforator, complete with cover.

(2) Gears, pinions, targets, speeds, tuning forks, and governor contact filters for model 14 typing reperforator motors are given in table IV.

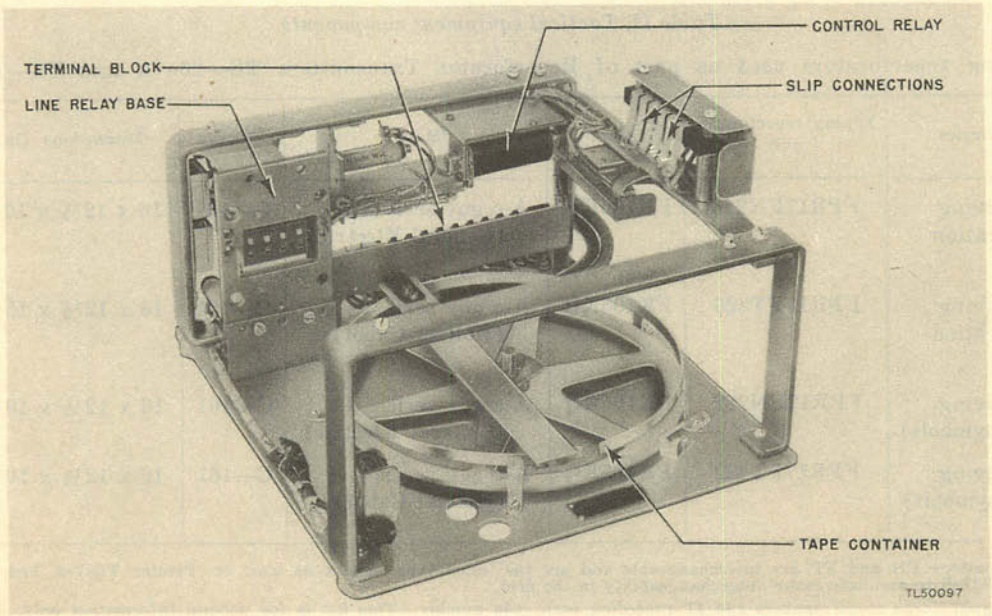

Figure 12. Receiving-only (high) base for model 14 (FPR23) typing reperforator.

(a) All governed series motors, whether designed to operate at 1,800, 2,102, or 2,308 rpm, may be equipped with gears and target to run the typing reperforators at the 368 operations per minute (opm) used in American teletypewriter systems. Governed series motors designed to operate at 2,102 or 2,308 rpm also may be adjusted to operate at the 404 opm required for interoperation with British equipment.

(b) Synchronous motors designed to operate at 1,800 rpm run typing reperforators at 368 opm but cannot be adjusted for interoperation with British equipment which uses 404 opm.

(c) Both governed series and synchronous motors may be modified by changing the gears to operate at 600 opm. Generally such modifications will be made only on fixed plant equipment and should not be performed unless specifically directed by higher authority.

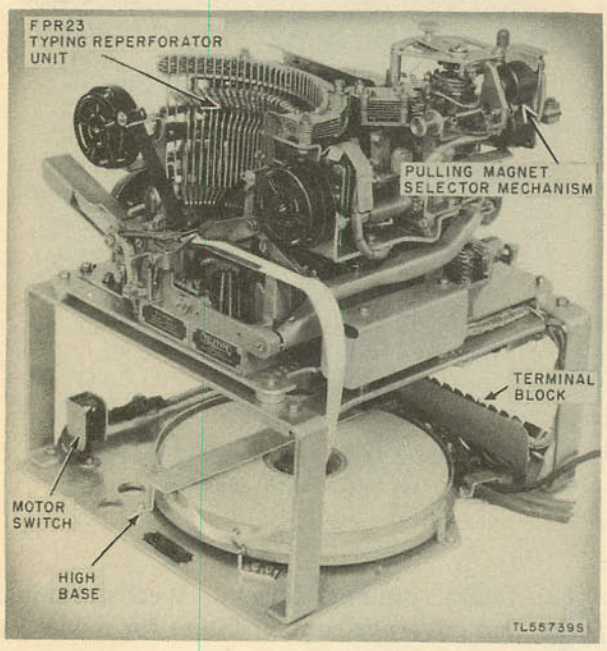

Figure 13. Model 14 (FPR23) typing reperforator, cover removed.

b. Shortages of critical materials have resulted in minor differences in the construction of parts for model 14 typing reperforators. In general, the substitution of materials has resulted in no change in the requirements and adjustment of parts, nor in the interchangeability of parts. The code designation of the typing reperforator is not affected by such substitution of materials.

8. Packaging Data for Export Shipment

a. Packing procedures vary with different types of model 14 typing reperforators. The subparagraphs below describe the packing methods generally used in preparing tactical

Table II. Tactical equipment components

Typing reperforators used as part of Reperforator Transmitters TG—26—A and TG—27—A.

Type of service	Typing reperforator unit	Base	*Motor	Cover	Dimensions (in.)	Weight (lb)
Sending-receiving (communication symbols)	FPR17FN226	FK105KH	A-c gov series (General Electric)	C—161	16 x 12½ x 10½	62¼
Sending-receiving (communication symbols)	FPR17FT226	FK105KH	A-c gov series (Holtzer-Cabot)	C—161	16 x 12½ x 10½	62¼
Sending-receiving (weather symbols)	FPR17FN222	FK105KQ	A-c gov series (General Electric)	C—161	16 x 12½ x 10½	62¼
Sending-receiving (weather symbols)	FPR17FT222	FK105KQ	A-c gov series (Holtzer-Cabot)	C—161	16 x 12½ x 10½	62¼

*Motor combinations FN and FT are interchangeable and are the same type motors as used on Printer TG-7-A and Teletypewriters TG-7-B and TG-37-B to facilitate motor interchangeability in the field.

Note. For Signal Corps stock numbers add 4T preceding each code number. This list is for general information only. See appropriate publications for information pertaining to requisition of spare parts. Stock numbers are indicated in this table for identification purposes only.

Table III. Fixed plant equipment components

Typing reperforators used as part of 132 and 133 teletypewriter sets and as monitors for Teletypewriters TT—7/FG and TT—8/FG and other model 19 teletypewriter sets.

Type of service	Typing reperforator unit	Base	*Motor	Cover	Dimensions (in.)	Weight (lb)
Receiving-only (communication symbols)	FPR5GB193	None	A-c gov series	None	13 x 12 x 8½	34¼
Receiving-only (low base, communication symbols)	FPR21H226	FB43	A-c synchronous	C—166	13½ x 16¾ x 11½	62¼
Receiving-only (low base, communication symbols)	FPR21GB226	FB43	A-c gov series	C—166	13½ x 16¾ x 11½	62¼
Receiving-only (low base, weather symbols)	FPR21H222	FB43	A-c synchronous	C—166	13½ x 16¾ x 11½	62¼
Receiving-only (low base, weather symbols)	FPR21GB222	FB43	A-c gov series	C—166	13½ x 16¾ x 11½	62¼
Receiving-only (high base, communication symbols)	FPR23H226	FPRB4	A-c synchronous	C—168	13½ x 16¾ x 11½	62¼
Receiving-only (high base, communication symbols)	FPR23GB226	FPRB4	A-c gov series	C—168	13½ x 16¾ x 11½	62¼
Receiving-only (high base, weather symbols)	FPR23H222	FPRB4	A-c synchronous	C—168	13¼ x 16¾ x 11½	62¼
Receiving-only (high base, weather symbols)	FPR23GB222	FPRB4	A-c gov series	C—168	13¼ x 16¾ x 11½	62¼

*Different makes of motors are interchangeable as a complete motor; however, the internal parts of the different motors are not interchangeable.

Note. For Signal Corps stock numbers add 4T preceding each code number. This list is for general information only. See appropriate publications for information pertaining to requisition of spare parts. Stock numbers are indicated in this table for identification purposes only.

and fixed plant typing reperforators for export shipment.

(1) *Model 14 (FPR17) Typing Reperforator.* The manufacturer packs model 14 (FPR17) typing reperforators in two different ways, depending on whether it is new equipment or whether it is equipment being ordered as a replacement.

(a) The new model 14 (FPR17) typing reperforator, part of Reperforator Transmitters TG–26–A and TG–27–A, is permanently mounted on the base of the chest with the other components and the entire equipment is packed in one box. For details on the method of unpacking Reperforator Transmitters TG–26–A and TG–27–A, refer to TM 11–2201.

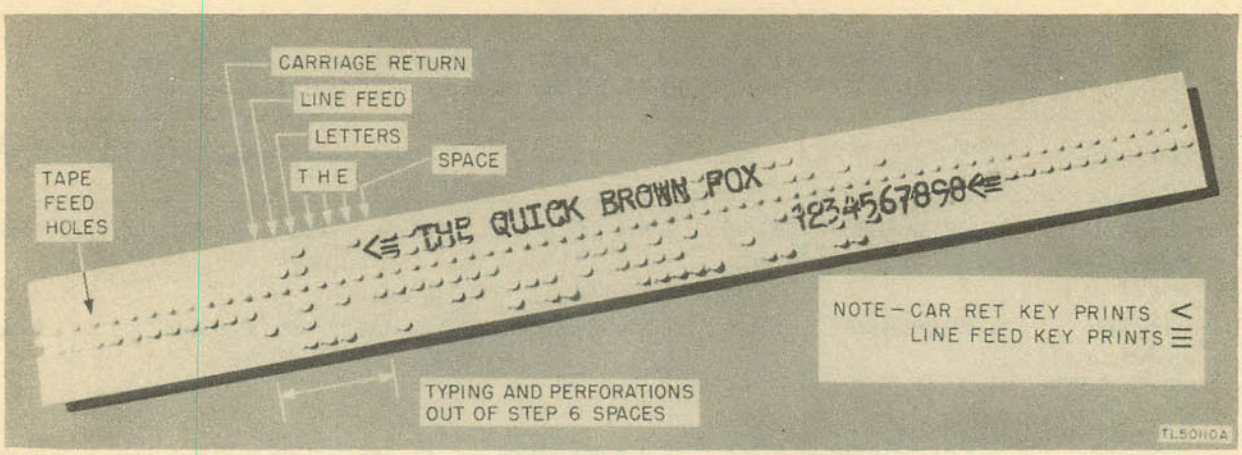

Figure 14. Sample of chadless perforated tape.

(*b*) A replacement model 14 (FPR17) typing reperforator is packed like fixed plant typing reperforators ((2) below), the various major components being boxed separately.

(2) *Model 14 (FPR5) Typing Reperforators.* Model 14 (FPR5) typing reperforators which are used as part of Teletypewriter Set AN/TGC–1 are usually packed as a separate item. In general, the FPR5 typing reperforators will be packed as described in (3) below.

(3) *Model 14 (FPR21 and FPR23) Typing Reperforators.* Model 14 (FPR21), part of 132 and 133 teletypewriter sets, and model 14 (FPR23), used with model 19 teletypewriter sets, are usually packed in the same general manner:

(a) Major components (typing reperforator unit, base, cover, and table (when used)) are each packed in a separate box.

(b) When packed for export shipment, several of the individual items of equipment frequently are placed in one waterproof metal container which in turn is packed in a larger wooden box. A layer of excelsior between the metal container and the wooden box protects the contents during transportation.

b. Each major component of a complete set is usually packed in a separate box. The data

Contents of package	Outside dimensions (in.)	Volume (cu. ft)	Gross weight (lb)
Typing reperforator 4TFPR17FN226	24¾ x 20¾ x 16¾	5.5	86
Base 4TFK105KH	31½ x 26⅜ x 18½	8.9	111
Cover 4TC161	22 x 20¾ x 20¼	6.7	18
Typing reperforator 4TFPR5H	24¾ x 20¾ x 16¾	5.5	86
Typing reperforator 4TFPR21GB226	24¾ x 20¾ x 16¾	5.5	86
Base 4TFB43	25⅞ x 20⅞ x 14½	4.2	49
Cover 4TC166	22 x 20¾ x 20¼	6.7	18
Typing reperforator 4TFPR23GB226	24¾ x 20¾ x 16¾	9.8	150
Base 4TFPRB4	25¾ x 20⅜ x 13½	4.0	50
Cover 4TC168	22 x 20¾ x 20½	6.7	5.2

Table IV. Principal differences in motors, gears, targets, etc.

Typing reperforator unit	Motor unit	Motor		Gear		Pinion		Target		Speed		Tuning fork		Governor contact filter
Code No.	Part No.	Part No.	Type	Part No.	Teeth	Part No.	Teeth	Part No.	Spots	Opm	Motor rpm	Part No.	Vps	Part No.
FPR17FN226 and FPR17FN222	105738	77953	A-c governed series	73106	35	71974	7	7105	10	368 *404	2,102 2,308	103628 104984	87.6 96.19	99250
FPR17FT226 and FPR17FT222	105749	104038	A-c governed series	73106	35	71974	7	7105	10	368 *404	2,102 2,308	103628 104984	87.6 96.19	99250
FPR5GB	110846	6708	A-c governed series	73106	35	71974	7	7105	10	368 *404	2,102 2,308	103628 104984	87.6 96.19	99250
FPR21H226, FPR21H222, FPR23H226, and FPR23H222	86933	82283	A-c synchronous	78509	30	78510	7			368	1,800			
FPR21GB226, FPR21GB222, FPR23GB226, and FPR23GB222		102969	A-c governed series	78509	30	78510	7	93903	35	368	1,800	103628	87.6	
FPR21GB226, FPR21GB222, FPR23GB226, and FPR23GB222	106174	6708 or 107151	A-c governed series	73106	35	71974	7	7105	10	368 *404	2,102 2,308	103628 104984	87.6 96.19	99250

*Speed for interoperation with British (Creed) equipment.

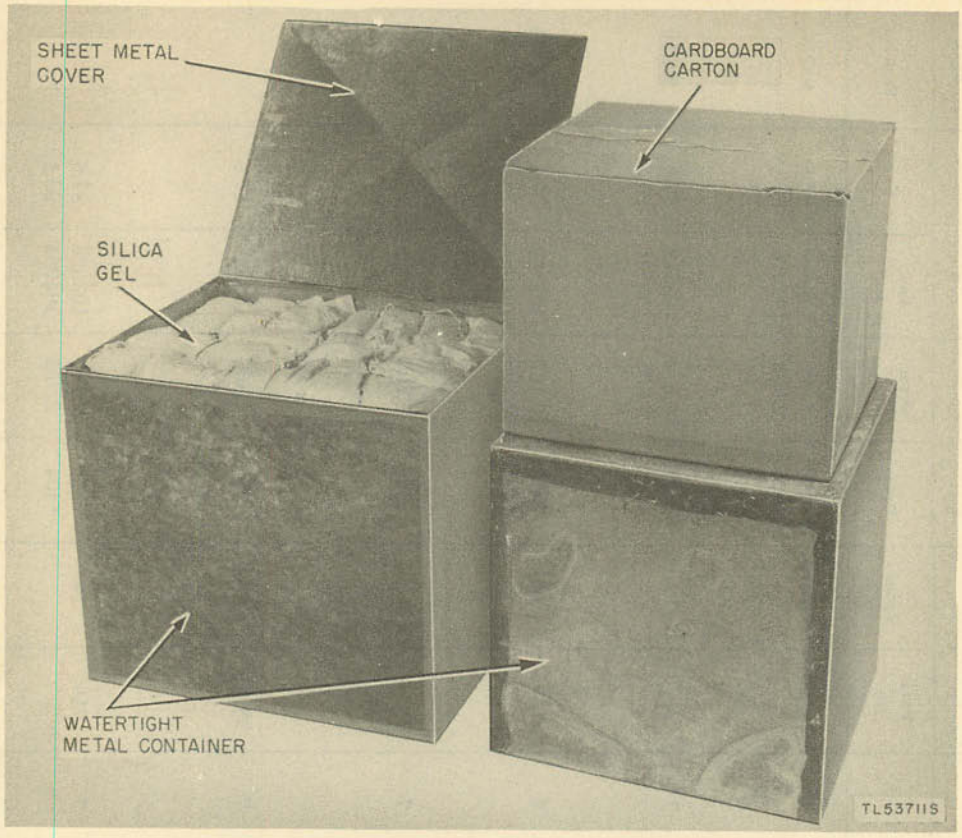

Figure 15. Typical packaging for export shipment.

furnished below was obtained from particular shipments and may be used as a guide.

Note. Items may be packaged in a different manner from that shown depending upon supply channels.

c. A watertight metal container, similar to the container shown in figure 15, protects the equipment when packed individually or when several units are packed in one box. As a further protection against moisture and possible rusting of the equipment, bags of silica gel (dessicant) are placed inside the water tight metal containers. Moistureproof-vaporproof barrier of special, heavy, foil-lined paper furnishes further protection for the equipment after it is placed in a cardboard carton.

Section II. APPLICATION

9. General

a. The model 14 typing reperforator, which is a major component of many teletypewriter sets, may be used as follows:

(1) To receive messages.

(2) To monitor messages being received or transmitted by other teletypewriter equipment in the same circuit.

(3) To send messages.

b. Model 14 typing reperforators record the message both in type and in code perforation which permits a check of the text of the message and rapid retransmission by transmitter distributor if relay of the message is desired.

c. Since the model 14 typing reperforator has no remote control motor stop feature, it is not

suitable for operation with equipment using remote control but may be used in any other type of teletypewriter circuit.

Note. Page-printing teletypewriters with communication keyboards (Printer TG–7–A, Teletypewriters TG–7–B, TT–5/FG, TT–7/FG, etc.) stop when FIGS and H keys are operated in that order. Page-printing teletypewriters with weather keyboards (Teletypewriters TG–37–B, TT–6/FG, TT–8/FG, etc.) stop when FIGS, BLANK, and H keys are operated in that order.

d. Model 14 typing reperforators, like other teletypewriter equipment used by the Army, are wired for neutral operation. Model 14 typing reperforators may be operated on polar circuits by working through repeaters such as Repeater TG–30 (Terminal, Telegraph) or by making minor wiring changes. (See par. 130.)

Note. Except in emergencies where break-down of the regular power supply makes polar operation necessary, polar operation directly to the typing reperforator is not recommended for Army use.

10. Use as Part or Reperforator Transmitters TG–26–A and TG–27–A (fig. 16)

a. The model 14 (FPR17) sending-receiving typing reperforator and a transmitter distributor are the main components of Reperforator Transmitters TG–26–A and TG–27–A. The FPR17 typing reperforator furnishes the means for sending and receiving messages and for recording messages for retransmission at high speed.

Figure 16. Model 14 (FPR17) typing reperforator, part of Reperforator Transmitters TG—26—A and TG—27—A.

b. Reperforator Transmitters TG–26–A and TG–27–A are design for field use but also may be used in fixed plant circuits similar to circuits using 132 and 133 teletypewriter sets.

c. Refer to TM 11-2201 for further information concerning Reperforator Transmitters TG–26–A and TG–27–A, components of Reperforator Teletypewriter Sets TC–16 and TC–17.

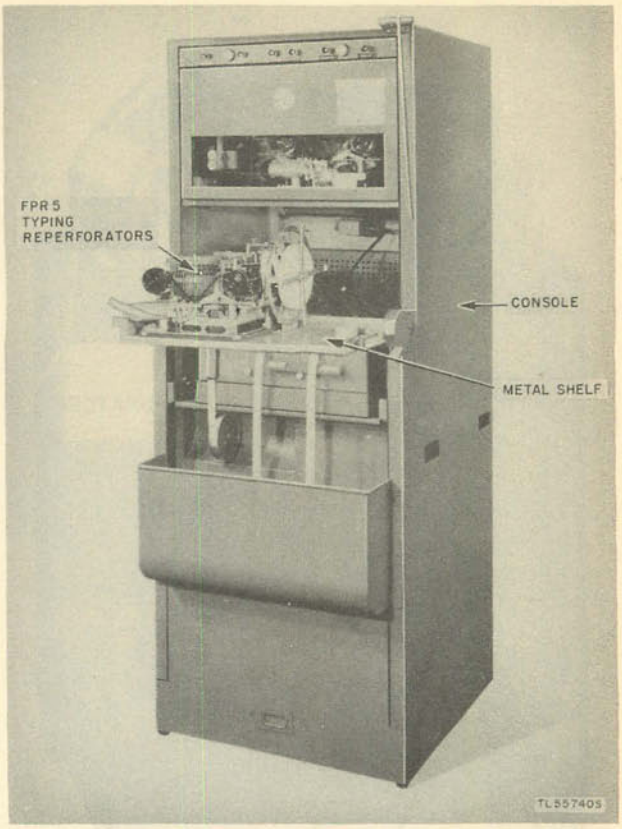

Figure 17. Model 14 (FPR5) typing reperforator, part of Teletypewriter Set AN/TGC—1.

11. Use as Part of Teletypewriter Set AN/TGC–1

a. The FPR5 typing reperforators used with Teletypwriter Set AN/TGC–1 provide the means for receiving and recording messages at

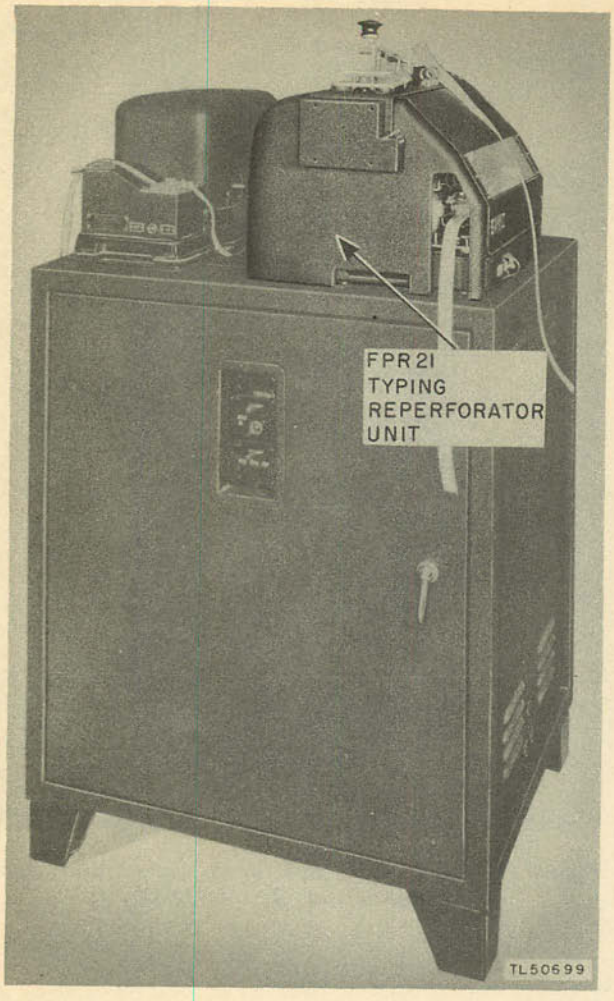

Figure 18. Model 14 (FPR21) typing reperforator, part of 132 and 133 teletypewriter sets.

high speed. This equipment is normally used in signal centers or tape relay stations where large amounts of traffic are handled. While one reperforator receives messages from a distant station, the other reperforator may be used to monitor outgoing messages which are transmitted by a transmitter distributor within the set.

b. Refer to TM 11–2203 for information concerning the use of the FPR5 typing reperforator as part of Teletypewriter Set AN/-TGC–1.

12. Use as Part of 132 and 133 Teletypewriter Sets (fig. 18)

a. As part of 132 and 133 teletypewriter sets, the model 14 (FPR21) typing reperforator furnishes the means for receiving and recording for retransmission at high speed, messages from radio teletype circuits, from other 132 and 133 teletypewriter sets, or from code room circuits using 131 teletypewriter sets.

b. Refer to TM 11–2210 for information concerning 132 teletypewriter sets and to TM 11–2211 and TM 11–2214 for information concerning 133 teletypewriter sets.

13. Use as Monitor for Teletypewriters TT–7/FG and TT–8/FG and Other Model 19 Teletypewriter Sets (fig. 19)

a. The model 14 (FPR23) typing reperforator is not part of Teletypewriters TT–7/FG and TT–8/FG but is used with this equipment and other model 19 teletypewriter sets as a monitor. The model 14 (FPR23) typing reperforator records all messages transmitted or received on the circuit either for record purposes or for retransmission.

b. The model 14 (FPR23) typing reperforator also may be used to receive urgent messages

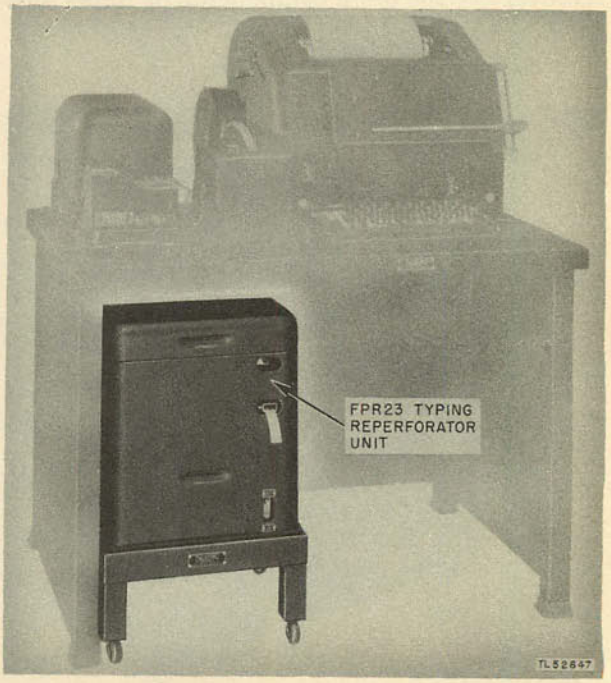

Figure 19. Model 14 (FPR23) typing reperforator used as monitor for Teletypewriters TT—7/FG and TT—8/FG and other model 19 teletypewriter sets.

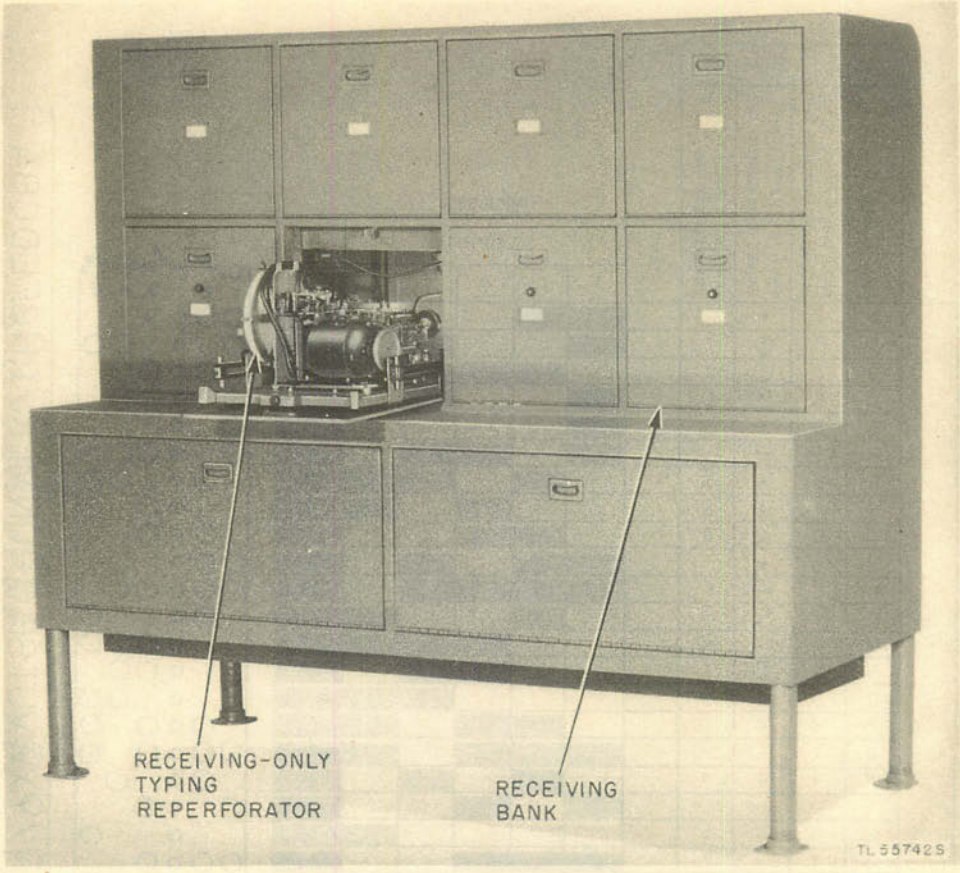

Figure 20. Example of a receiving bank.

on one circuit when the associated teletypewriter equipment is operating on another circuit or is otherwise unavailable.

c. Refer to TM 11–2216 for information on Teletypewriters TT–7/FG and TT–8/FG.

14. Use with Other Teletypewriter Systems

Typing reperforators may be used in many other teletypewriter systems where large volumes of traffic must be handled. The particular installation involved will determine what type of equipment is used and how it is to be connected. Typical of such cases is the use of several receiving-only typing reperforators grouped together to form a receiving bank. Generally the receiving-only typing reperforators will all be mounted in a console which contains the necessary wiring, relays, rectifiers, etc., for a teletypewriter terminal. The incoming circuits terminate at the console and the internal wiring is arranged to connect a receiving-only typing reperforator to each individual circuit. An example of a receiving bank as used in a semiautomatic tape relay station is shown in figure 20. Refer to TM 11–2212 for information on semiautomatic tape relay installations.

15. General Functioning of Equipment

The general functioning of all model 14 typing reperforators is the same regardless of the power supply or type of equipment with which the model 14 is operated. All model 14 typing reperforators receive start-stop five-unit teletypewriter code impulses. Model 14 typing reperforators equipped with keyboards transmit five-unit start-stop teletypewriter code impulses.

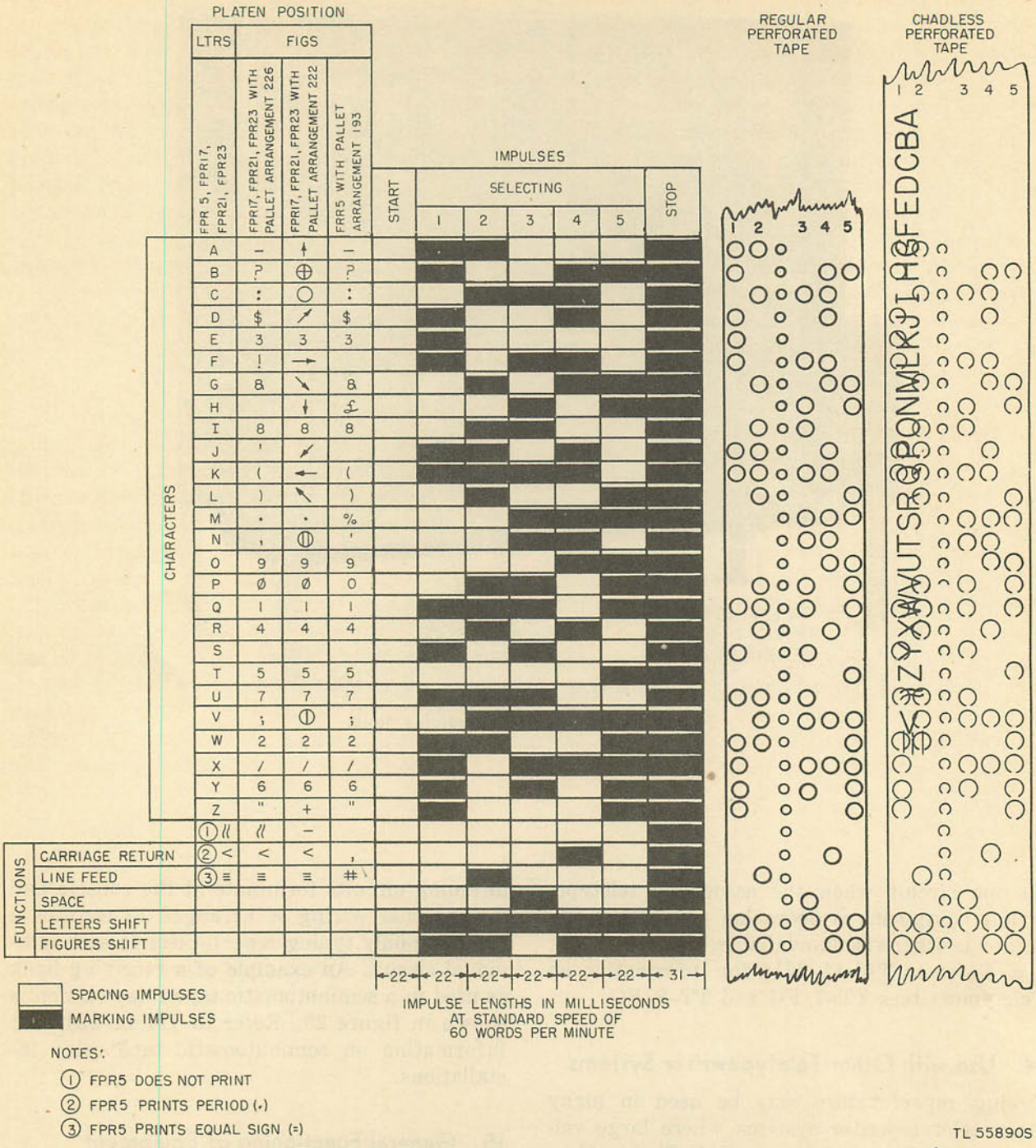

Figure 21. Five-unit start-stop teletypewriter code.

16. Five-Unit Start-Stop Teletypewriter Code

All typing reperforators operate by receiving the five-unit start-stop teletypewriter code impulses. Typing reperforators equipped with keyboards also transmit these code impulses. The teletypewriter code used to transmit messages between typing reperforators (and other

teletypewriter equipment) consists of five selecting impulses used in various combinations of current (marking) and no-current (spacing) impulses. Each group of five selecting impulses is preceded by a start impulse which is always a spacing impulse and is followed by a stop impulse which is always a marking impulse. These start and stop impulses are used to keep the sending and receiving teletypewriter equipment in step (synchronism) as described in paragraph 18. Figure 21 illustrates the relationship between the keyboard symbols, the code impulses, and the perforations and typing on the tape produced by the typing reperforator.

17. Functioning of Transmitting and Receiving Mechanisms

a. TRANSMITTING MECHANISM (FIG. 22). The sending contacts in the transmitting mechanism on the sending-receiving base, on which the FPR17 typing reperforators are mounted, are controlled by the keyboard. When a keylever on the keyboard is depressed, a combination of the sending contacts open and close the signal line in succession to produce impulses corresponding to the teletypewriter code.

b. RECEIVING MECHANISM (FIG. 23). The selector magnet in the receiving mechanism is controlled by the code impulses received from a transmitting mechanism and translates the impulses into related mechanical movements of certain parts. The selection of a particular combination of positions for these parts determines the code perforations to be punched in the tape and the character to be printed on the tape. The electrical impulses received by the selector magnet may come from either the transmitting mechanism on the sending-receiving base on which the typing reperforator is mounted or from other teletypewriter equipment to which the typing reperforator is connected by wire or radio circuits.

18. Synchronism

The motor unit, which provides the typing reperforator with the mechanical power required to operate various parts in the transmitting and receiving mechanisms, is also used to keep interconnected typing reperforators and other teletypewriter equipment in synchronism. All typing reperforators equipped with the same type of gear combination and motor can be adjusted to operate at the same average speed. Figure 24 shows the motor governor, which controls the speed of the typing reperforator within very close limits. Synchronous motors always operate at a definite speed. The

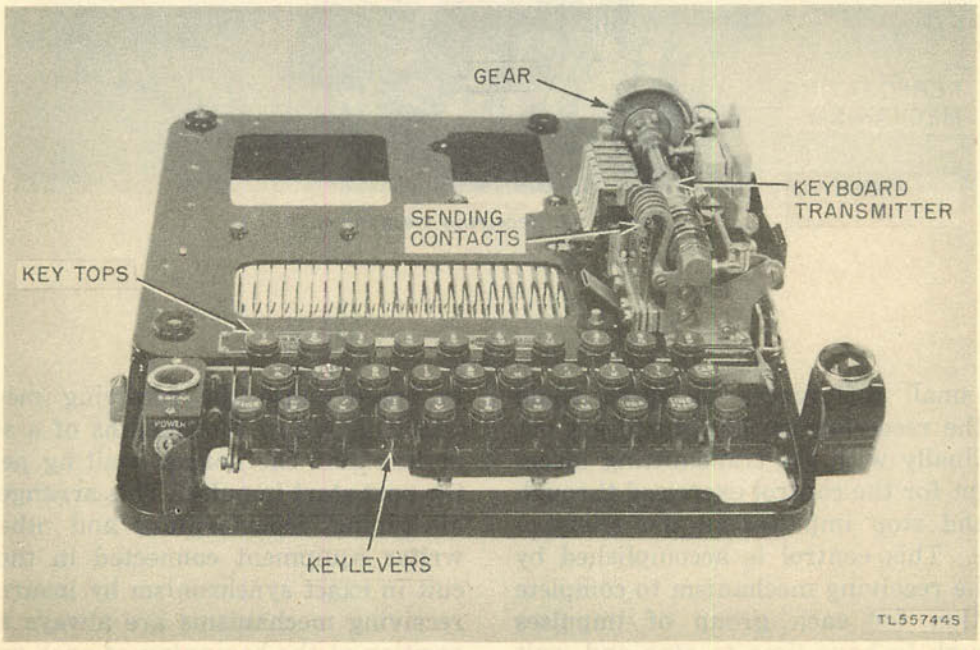

Figure 22. Transmitting mechanism.

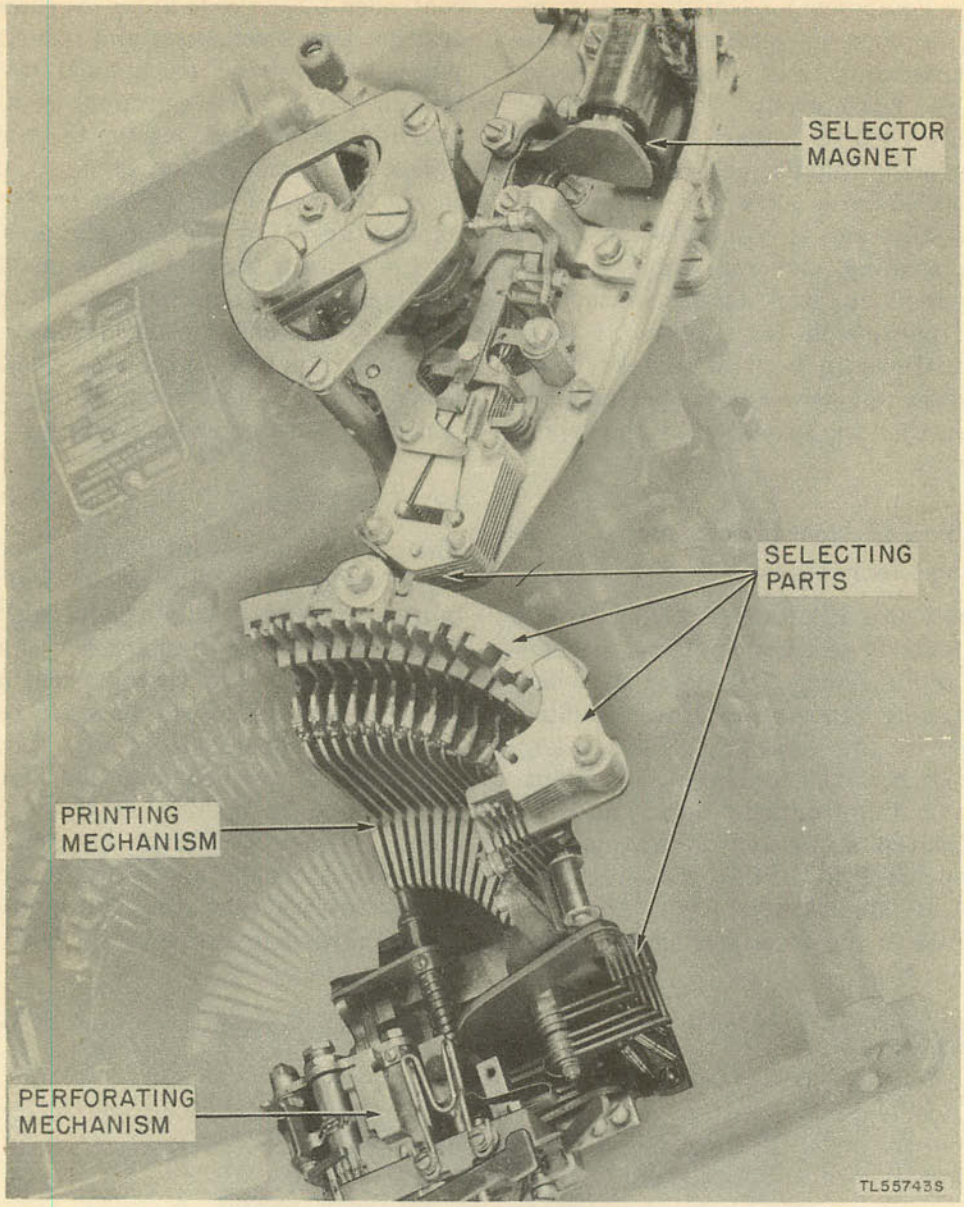

Figure 23. Receiving mechanism.

remaining small differences in speed could still cause the receiving mechanism to get out of step gradually with the transmitting mechanism, except for the control exercised through the start and stop impulses in the teletypewriter code. This control is accomplished by designing the receiving mechanism to complete one revolution for each group of impulses quickly enough to have time to *stop* and wait for the next start impulse. Small variations in speed cause the receiving mechanism to wait only a few thousandths of a second more or less than the normal waiting period before the next start impulse. This arrangement keeps all typing reperforators and other teletypewriter equipment connected in the same circuit in exact synchronism by insuring that the receiving mechanisms are always in the right position at the beginning of *each* group of five selecting impulses.

Note. The information in this section is intended to present the unpacking procedures applicable to the several packing arrangements currently in use. The different arrangements encountered will depend upon whether the equipment has been packaged for oversea shipment, packed for domestic (other than oversea) shipment, or simply arranged in the carrying chests (in the case of the FPR17 typing reperforator) for transportation and storage by the using organization.

19. Unpacking Overseas Packing Cases

a. GENERAL. Be careful when unpacking and handling the equipment. It may be damaged easily when not protected by the packing case. Follow the steps outlined in *b* below when unpacking the equipment.

Caution: Don't unpack in a location where the equipment will be exposed to rain, snow, or mud. Such exposure may require a complete overhaul of the equipment before it can be put into operation, or may render it useless.

b. STEP-BY-STEP INSTRUCTIONS FOR UNPACKING EXPORT SHIPMENTS (FIGS. 15 AND 25).

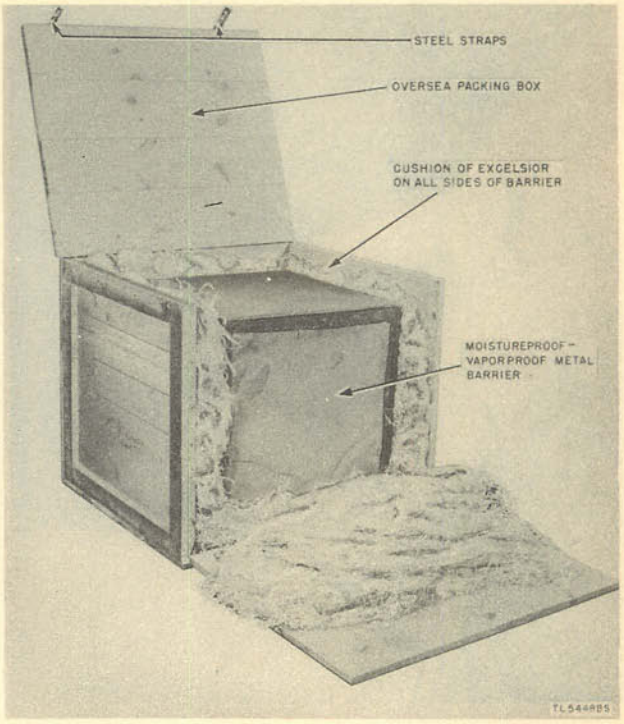

Figure 25. Typical arrangement of metal container in wooden case.

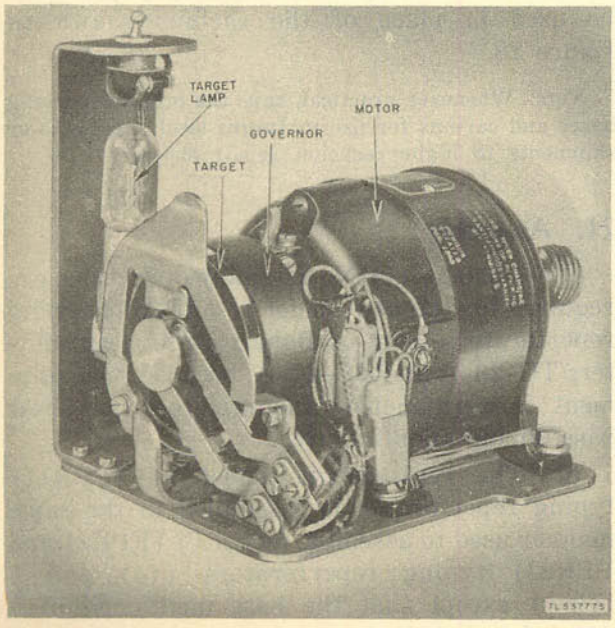

Figure 24. Governor end of motor unit.

(1) Place the packing case as near the operating position or workbench as convenient.

(2) Cut and fold back the steel straps.

(3) Remove the nails, using a nail puller, and remove the top and one side of the packing case. *Prying off the sides and top may result in damage to the equipment.*

(4) Remove the waterproof metal container or the moistureproof barrier and any corrugated paper covering the equipment inside the case. See *d* below for instructions on opening the waterproof metal container.

Caution: When removing waterproofing and other protective wrappings, do not remove any moistureproofing and fungiproofing coatings.

(5) Remove the equipment from its inner case and place on the workbench or near its final location.

(6) Thoroughly inspect the equipment for possible damage during shipment.

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(7) Check the contents of the packing case against the master packing slip.

c. OPENING CARDBOARD CARTON AND WATERPROOF PAPER BARRIER. No special instructions are required for opening the waterproof paper barrier and removing the equipment from the cardboard carton. A typical waterproof paper barrier is shown in figure 29.

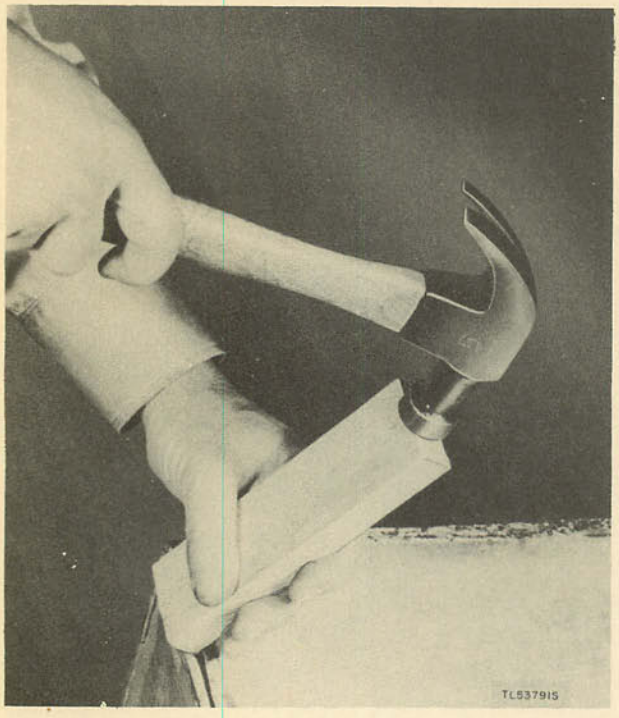


Figure 26. Opening metal container, using wooden block.

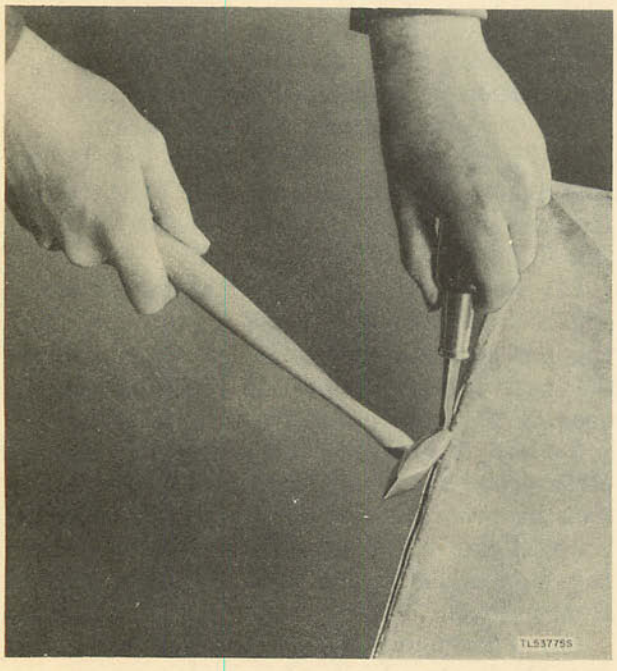


Figure 27. Opening metal container, using screw driver.

d. INSTRUCTIONS FOR OPENING SHEET-METAL CONTAINERS (FIGS. 26 AND 27). The sheet-metal container is sealed by soldering the top to the sides. To open, the soldered seam is broken by prying the side of the container away from the soldered seam, as follows:

(1) Wipe off excess solder with a soldering iron. Do not use a torch as contents of the container are inflammable.

(2) With a wooden block or a screw driver (figs. 26 and 27) pry the side from the soldered seam.

(3) After the soldered seam is opened completely, pry off the cover.

(4) After the bags of dessicant and protective cardboard packing are removed from the top, lift or draw out the unit packages.

20. Unpacking Domestic Packing Cases

a. Typing reperforators packed for domestic (other than oversea) shipment may be received in shipping cases similar to the one shown in figure 28. Cut the metal straps and remove nails and cover as described in paragraph 19.

b. No special instructions are required to open the cartons used to protect the equipment. In some instances heavy packing paper may be used in place of the cartons shown in figure 28.

Note. Whenever practical, save the original packing boxes and cartons for use in future local shipments or shipments to higher echelon repair shops.

21. Assembly

a. GENERAL. (1) No assembly operations are required for the new model 14 (FPR17) typing reperforators, part of Reperforator Transmitters TG–26–A and TG–27–A, because the equipment is permanently mounted on the chest base during manufacture.

(2) The replacement model 14 (FPR17) typing reperforator is assembled in the same manner used to assemble model 14 (FPR21 and FPR23) typing reperforators ((4) and *b* below) except that the base mentioned in *b* (1) below is bolted to a chest with the mountings furnished for that purpose.

(3) FPR5 typing reperforators require no special instructions for assembly. After the reperforator is unpacked, it is placed on a metal shelf in the console housing the complete teletypewriter set. Should the FPR5 typing reperforator be shipped partially dismantled, follow the applicable instructions given in *b* below.

(4) Model 14 (FPR21 and FPR23) typing reperforators generally are packed in four boxes. To assemble the typing reperforator, first remove the reperforator unit, base, cover, and table (when used) from their respective packing cases.

b. STEP-BY-STEP INSTRUCTIONS FOR ASSEMBLING FPR21 AND FPR23 TYPING REPERFORATORS. (1) Place the reperforator base on the reperforator table or on the associated equipment table.

(2) Fasten the reperforator unit on the base. Make sure that the reperforator is fully seated on the base.

(3) Mount the tape container on the right-hand side of the base and fasten it with the two screws provided for this purpose. In mounting the tape container be careful not to bend the tape-out lever.

(4) Install the ribbon. (See par. 30.)

(5) Lower the cover of the assembled reperforator.

(6) Lift up the front of the cover.

(7) Install a roll of tape. (See par. 31.)

(8) Lower the cover.

Note. In prescribing the above assembly procedure, it is assumed that the typing reperforator was in normal working order when it was packed for shipment. When the exact condition of the equipment is not known complete the checks, adjustments, and repairs listed in paragraph 22 before completely assembling the reperforator.

22. Physical Checks and Adjustments

a. At the time the equipment is being unpacked and assembled, and in all cases before the typing reperforator is connected to other equipment, check the following:

(1) General physical condition of entire reperforator to determine that no damage occurred during shipment. (When damaged apparatus is received, if possible complete the repairs in accordance with instructions in part five, otherwise return the equipment for replacement as directed by the local commander.)

(2) Entire typing reperforator to determine that no excelsior or other packing material has entered the moving parts. (Refer to par. 34*e* and 134 for instructions on cleaning, when neeessary.)

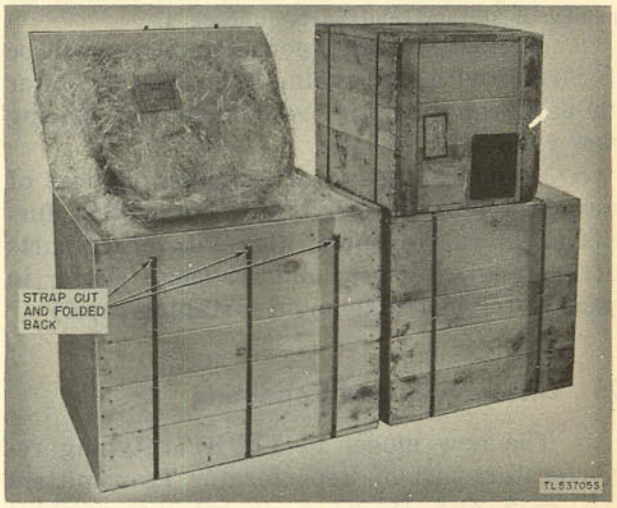


Figure 28. Typical packing case for domestic shipments.

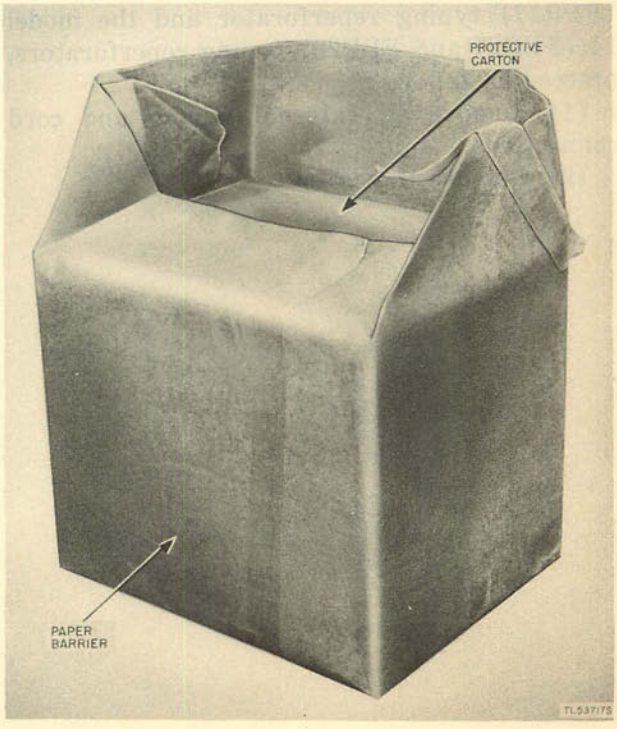


Figure 29. Typical waterproof paper barrier.

(3) All mechanical parts for lubrication. (Refer to section VII for lubrication instructions.)

(4) Motor, fuse, switches, cords, and plugs to make sure that all connections and moving parts are in satisfactory condition. (Refer to part three and part five for additional information.)

Note. All section and part references refer to the numbered sections and parts in book 1.

b. At least one teletypewriter ribbon will be furnished with each typing reperforator. Refer to paragraph 30 for instructions on placing new ribbons.

c. Normally, tape is not supplied as part of model 14 typing reperforator but will be furnished in varying quantities with other parts of teletypewriter sets and systems. (Refer to par. 31 for instructions on installing tape.)

23. Disassembly and Repacking

a. The new model 14 (FPR17) typing reperforator, part of Reperforator Transmitters TG–26–A and TG–27–A, is not disassembled for packing; the complete chest is packed in one box. See TM 11–2201 for repacking instructions.

b. To disassemble the replacement model 14 (FPR17) typing reperforator and the model 14 (FPR21 and FPR23) typing reperforators, proceed as follows:

(1) Remove all external wiring and cord connections.

(2) Remove the cover.

(3) Remove any tape remaining in the tape slide by operating the backspace lever and pulling the tape to the right.

(4) Remove the tape container.

(5) Remove the typing reperforator unit by removing the two thumbscrews and lifting the reperforator straight up.

(6) Lift the base from the reperforator table or associated equipment table.

c. The repacement model 14 (FPR17) typing reperforator for use with Reperforator Transmitters TG–26–A and TG–27–A, and model 14 (FPR21 and FPR23) typing reperforators should be repacked in the original individual boxes, if possible. If the original boxes are not available, use a suitable cardboard box or wrap with heavy wrapping paper similar to the waterproof barrier shown in figure 29. Before boxing or wrapping the typing reperforator, bolt it to a wood pallet which will extend about 1 inch on all sides. Place the boxed or wrapped equipment in a strong wooden box and cushion with excelsior or similar material to prevent shifting of the equipment. The excelsior should be at least 3 inches thick between the sides of the box and all parts of the equipment. Securely nail the cover on the box and strap with metal tape or strong wire.

d. Mark clearly on the outside of the box containing repacked equipment: the equipment contained, condition of the equipment, and whether or not the equipment has been moistureproofed and fungiproofed. Obliterate all marks on the box that do not apply to the contained equipment.

2

PART TWO

OPERATING INSTRUCTIONS

Note. For information on destroying this equipment to prevent enemy use, see the destruction notice at the front of this manual.

Section IV. CONNECTIONS, PREOPERATIONAL ADJUSTMENTS, AND TESTS

24. Connections

a. WIRING AND CORD CONNECTIONS FOR MODEL 14 TYPING REPERFORATORS. (1) In general, wiring and cord connections for model 14 typing reperforators consist of plugging the various plugs into suitable receptacles on equipment tables; all the intricate wiring connections are made at the factory. Usually each receptacle is marked to show which cord is plugged into it. Where no markings appear on the equipment tables, refer to the wiring diagram for the particular equipment involved.

(2) In addition to the cords furnished with receiving-only typing reperforators (a power cord and a cord equipped with a red shell plug) sending-receiving typing reperforators have a cord terminating in a black shell plug which is used to make connections to the sending circuit of the reperforator.

b. CONNECTIONS FOR MODEL 14 (FPR17) TYPING REPERFORATORS. (1) The new model 14 (FPR17) typing reperforator, part of Reperforator Transmitters TG–26–A and TG–27–A, is completely wired to the associated equipment at the factory. No additional wiring is required except the plugging of the reperforator signal cord into one of the signal circuit jacks (line or local) in the associated equipment jack box.

(2) For information on connecting a replacement model 14 (FPR17) typing reperforator, see paragraph 129.

c. CONNECTIONS FOR MODEL 14 (FPR5) TYPING REPERFORATOR. The Model 14 (FPR5) typing reperforator, part of Teletypewriter Set AN/TGC–1, is equipped with a power cord and a circuit cord. Receptacles for the two cords are mounted in jack boxes permanently fastened to the interior of the console housing the entire teletypewriter set. Refer to TM 11–2203 for information on the connections necessary for the model 14 (FPR5) typing reperforator.

d. CONNECTIONS FOR MODEL 14 (FPR21 AND FPR23) TYPING REPERFORATORS. Model 14 (FPR21 and FPR23) typing reperforators, used as part of fixed plant equipment, normally are packed as separate complete units. All circuit connections between the typing reperforators and its base on the associated equipment are made automatically when the typing reperforator is fastened in position on its mounting plate.

Note. All other wiring and connections are made on the associated equipment. See technical manuals on associated equipment for connection information.

25. Power Supply

a. GENERAL. (1) Ordinarily power for the reperforator motor and signal circuit is furnished through the associated equipment with which the model 14 typing reperforator is designed to operate. For information on the various types of power supplies that may be used, see the installation procedures in the technical manuals for the associated equipment.

(2) The motors furnished with typing reperforators are designed to operate either on ac or dc at specific voltages (and frequencies in the case of ac). However, when the available power supply and the motor nameplate data differ, the motor may be connected to the power supply through a multiple-voltage, multiple-frequency rectifier or other voltage-adjusting equipment, usually furnished with the associated equipment.

(3) Table V is a summary of the types of motors supplied with typing reperforators and the power sources on which the associated equipment operates.

Table V. Motor types and power sources.

Typing reperforator unit	Associated equipment	Power source*	Motor unit supplied
FPR 5	Teletypewriter Set AN/TGC—1	110-120 volt ac or dc	Synchronous Governed series
FPR 17	Reperforator Transmitters TG—26—A and TG—27—A	115-volt ac 25- or 40-cycle, 115-volt dc, 115-volt ac 50- or 60-cycle	Governed series
FPR 21	132 and 133 teletypewriter sets	95- to 250-volts 25- to 60-cycle one-phase ac, 105- to 125-volt dc	Synchronous Governed series D-c shunt
FPR 23	Model 19 teletypewriter sets	115-volt ac 25- to 60-cycle, 115-volt dc	Synchronous Governed series

*This refers to the power source of the associated equipment, not the actual voltage supplied to the typing reperforator.

b. MODEL 14 (FPR17) TYPING REPERFORATOR. The motor of the typing reperforator used as part of Reperforator Transmitters TG–26–A and TG–27–A is designed for operation on 115-volt, 50- to 60-cycle ac. The three-position switch mounted on the associated equipment connects resistors into the motor and control circuits to permit operation on 115-volt dc and 115-volt, 25- to 40-cycle ac, in addition to the power mentioned above. Be sure to throw the three-position switch to the position matching the local power supply *before* connecting the power cords. Power connections during repair are discussed in section XIV and illustrated in figure 93.

c. MODEL 14 (FPR5, FPR21, AND FPR23) TYPING REPERFORATORS. The type of motor supplied with typing reperforators used with fixed plant equipment varies with the type of power source to which the associated equipment is connected. (See table V.)

26. Grounding

Grounding of model 14 typing reperforators is not required because each typing reperforator is connected to ground (for protection of personnel against shock) through its associated equipment. Grounding of equipment during repair is discussed in paragraph 131.

27. Signal Circuit

The signal circuit, like the ground connection discussed in paragraph 26, is obtained from the associated equipment. The signal line does not connect to the typing reperforator directly except for emergency operation. For information on the various types of signal circuits that may be used, see the installation procedures in the technical manuals for associated equipment. Signal circuit connections during repair are discussed in paragraph 130.

28. Preoperational Checks and Adjustments

a. GENERAL. (1) All typing reperforators are adjusted properly at the factory before being packed for shipment. However, before putting either new or used equipment in operation, inspect the equipment and, if necessary, lubricate.

(2) Whenever definite information is not available on the condition of the equipment, make checks to be sure that one of the adjustments have shifted. Check the following items, and any other items observed to be in questionable condition.

b. MOTOR. Turn the motor by hand in the direction of normal rotation (counterclockwise when viewed at governor end). Be sure there is no bind or excessive backlash between the motor pinion and the main-shaft gear, or that there are no binds in other parts of the equipment. Readjust if necessary (refer to section XV). See paragraph 29 for motor speed test and adjustment.

Caution: Do not turn the motor backward (governor in clockwise direction). Reversing

the direction in which parts are designed to move may cause jamming or may break or otherwise damage parts.

c. CLUTCH LEVER CONTACTS (FPR21 ONLY). Turn the motor and check to see that the clutch lever contacts close when the sixth cam completes each revolution. Readjust if necessary. (See par. 352.)

d. TAPE-FEED PAWL. Turn the motor and check to see that the tape-feed pawl engages and turns the tape-feed roll. Readjust if necessary. (See par. 290.)

e. RIBBON-REVERSE SHAFT. Make sure the ribbon-reverse shaft is fully engaged with one of the ribbon-feed shafts.

f. TAPE REEL. See that the tape reel is free on its axis and that the tape feeds properly.

g. TAPE-FEED MECHANISM. Insert a piece of perforated tape in the typing reperforator. Turn the motor by hand in the direction of rotation (counterclockwise) and observe whether the tape advances one full row of perforations for each complete turn of the main shaft. If the tape moves either more or less than one full row of perforations, readjust to meet the requirements given in paragraph 289.

29. Checking and Adjusting Motor Speed

a. GENERAL. (1) Typing reperforators used with fixed plant teletypewriter equipment usually are equipped with governed series motors which require adjusting but may be equipped with synchronous motors that do not require adjusting. Reperforators used with tactical teletypewriter equipment generally are equipped only with governed series motors which must be adjusted to operate at definite speeds. The motors of all teletypewriter sets in the same circuit or net must be set to operate at the same speed before satisfactory operation is possible.

(2) The speed of the motor may be checked by the use of a tuning fork (speed indicator) and target. The governor, mounted on the end of the motor shaft, similar to a flywheel, uses centrifugal force to open a set of contacts connected in the motor circuit, and thus controls the normal operating speed of the motor. The normal speed of the motor may be varied by means of an adjusting bracket and an adjusting lever which turn the speed-adjusting wheel extending through an opening in the face of the governor. A breaking or making action of the governor contacts takes place and the speed of the motor varies accordingly. Detailed functioning of the governor is explained in section XI and wiring diagrams for the complete typing reperforator include diagrams of the motor circuit.

b. DESCRIPTION OF TARGET AND TUNING FORK. A target of alternate black and white spots is painted around the outer rim of the governor and is used with a speed indicator (tuning fork) to check the motor speed visually. Although the number of spots on a target varies, the method of using the target in checking and setting the motor speed remains the same. Tuning forks, made of flexible metal and equipped with a slit shutter on one end, are constructed to vibrate at certain speeds. By striking the side of the tuning fork against the hand the shutter is made to vibrate. By holding the slit on the shutter close to the eye the spots on the target may be viewed through the slit. This is called *scanning*. When the proper fork for a given motor speed is used for scanning, the spots on the target will appear to be motionless or moving slowly in the same direction in which the governor is turning. The 87.6-cycle tuning fork normally is used when adjusting the motor speed.

c. CHECKING AND ADJUSTING GOVERNED SERIES MOTORS WITH TARGET AND TUNING FORK. There must be illumination on the target while using it to check and adjust motor speed. If a target lamp is not mounted behind the motor, a source of illumination such as a flashlight must be rigged in such a manner that a steady light will shine on the target. Before attempting to adjust the speed of the motor, allow the motor to run from 3 to 5 minutes. Adjust the motor while idling and, after the proper speed is obtained, check the speed while the motor is operating under a normal load condition. To provide a normal load (operating) condition, depress the space bar and hold it down (if a keyboard is used) or receive a test message from other teletypewriter equipment. There should be no great variation in the two speeds. To check and set the motor speed, proceed as follows:

(1) Using the 87.6 vibrations per second (vps) tuning fork, strike it against the palm of the hand to start it vibrating.

(2) Scan the target, holding the tuning fork as close to the eye as is necessary to view the target.

(3) Adjust the speed, by means of the adjusting bracket and lever, until the target as viewed through the tuning fork appears to stop. The motor is then synchronized at its proper speed.

(*a*) If the spots on the target appear to be moving in the same direction in which the motor is turning, the speed is too fast. Decrease the speed by *momentarily pressing and releasing* the governor adjusting bracket. (See fig. 30.)

(*b*) If the spots on the target appear to be moving in an opposite direction from which the motor is turning, the speed is too slow. Increase the speed by *momentarily pressing and releasing* the speed-adjusting lever. (See fig. 30.)

Note. Because it is difficult to adjust the governor so that the spots on the target appear to stand still, adjust the governor so that the spots appear to stop or to travel very slowly in the direction of motor rotation. If the spots appear to be jumping back and forth or to disappear suddenly, probably there is governor contact trouble.

(4) When the motor speed has been checked and adjusted, turn off the target lamp or remove the rigged target illumination.

Caution: There is a possibility of setting the speed incorrectly due to getting a speed multiple; that is, the speed could be half the desired speed, twice the desired speed, or some other multiple, but the spots would appear to be stationary when viewed through the fork shutters. Keep this in mind if trouble occurs due to incorrect speed.

d. SYNCHRONOUS MOTORS. The speed of synchronous motors depends upon the power supply and the speed of the synchronous motor will be correct for proper operation of the typing reperforator provided correct gears are supplied with the equipment. (See table IV.)

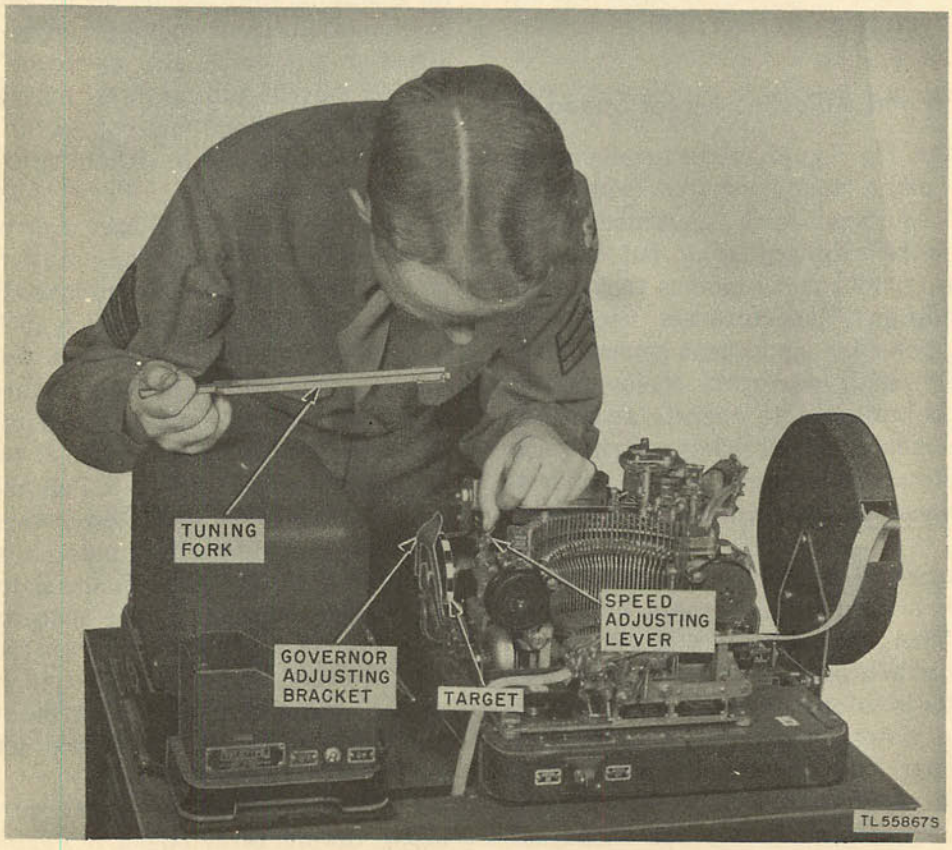


Figure 30. Checking and adjusting motor speed with target and tuning fork.

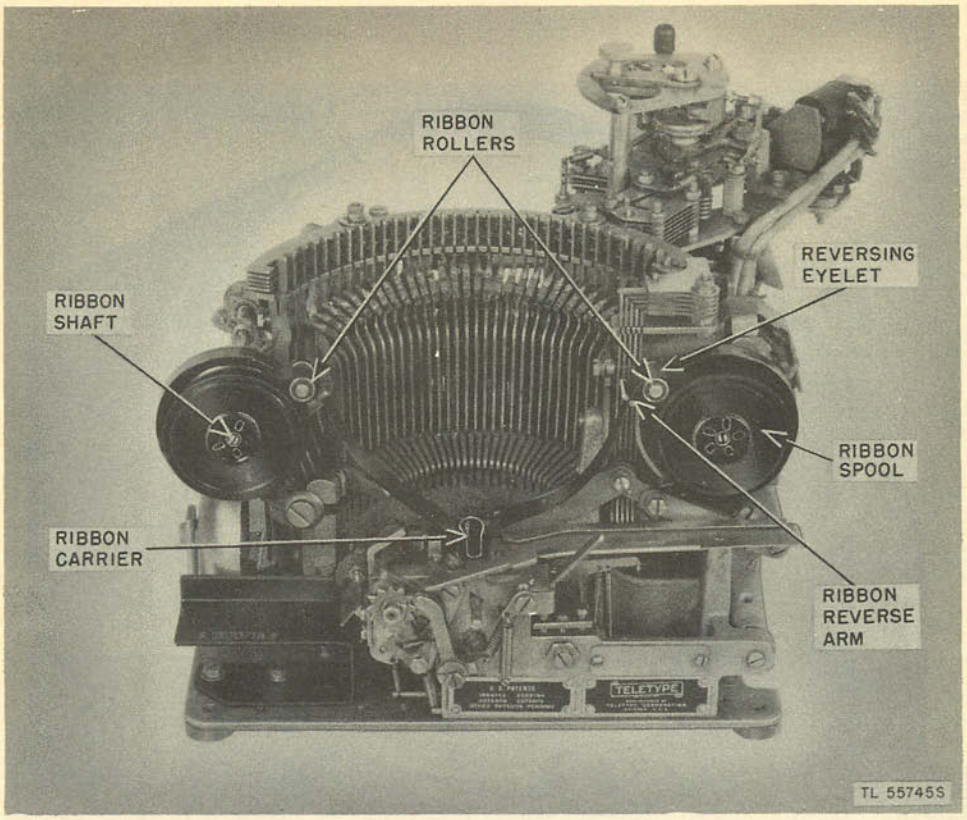


Figure 31. Installing ribbon in typing reperforator.

Therefore no check or adjustment of synchronous motors is necessary if correct gears are supplied with the equipment.

30. Installing Ribbon in Typing Reperforator

a. Make sure the new ribbon has a hook fastened to each end and a reversing eyelet securely fastened in the ribbon at each end about 4 inches from the hook. The spool may be either metal or fiber but it must have small holes placed around the center hole to engage the ribbon-spool driving pin on the ribbon-spool shaft.

b. Engage the hook of the ribbon in the hub of the empty spool and wind a few turns of ribbon on it. Be certain that the reversing eyelet has been wound onto the spool and covered by a few turns of the ribbon.

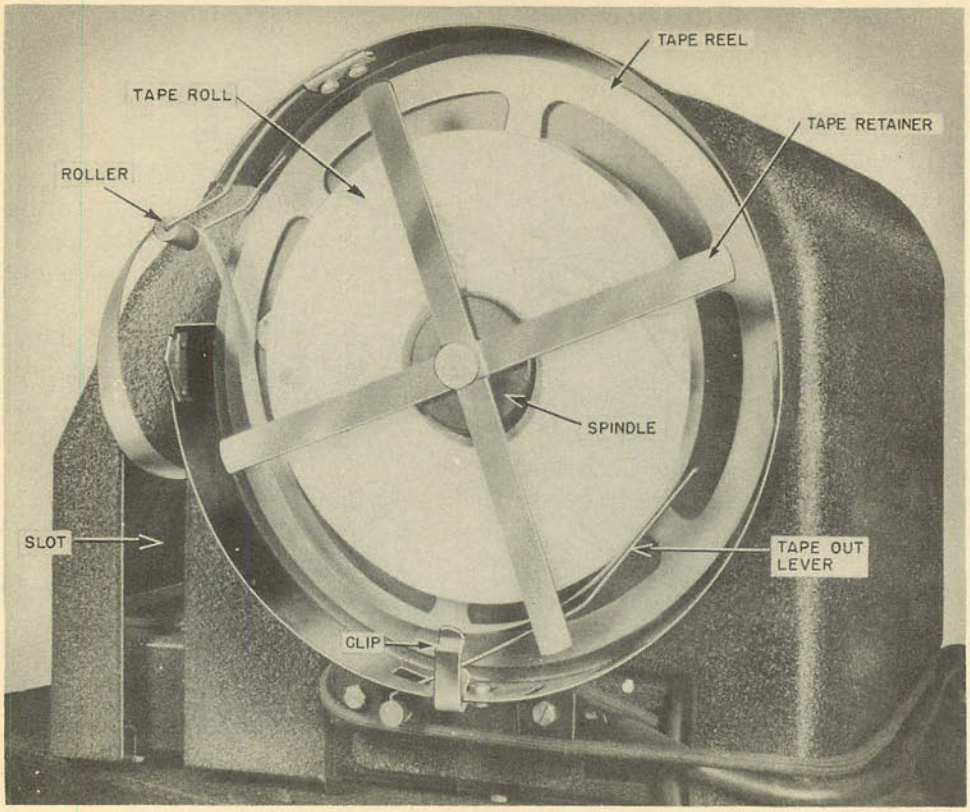
Note. The ribbon feeds from the bottom of the right spool to the bottom of the left spool, or vice versa. Therefore the hook should be engaged in such manner that the ribbon being wound on the empty spool will wind in the same direction as the ribbon unwinds on the full spool, similar to the threading of a typewriter.

c. Facing the machine, place the ribbon spools on the shaft so that the ribbon feeds from the bottom of the right spool to the bottom of the left spool without twisting. Turn each spool slightly on the shaft until the spool engages the driving pin on the ribbon-spool shaft.

d. Thread the ribbon forward around both ribbon rollers, through the slots in the ribbon-reverse arms, and across the ribbon carrier. (See fig. 31.) Be sure the ribbon remains in the slots and that both reversing eyelets are between the ribbon spools and the ribbon-reverse arms. Check to eliminate slack in the ribbon.

31. Installing Tape in Typing Reperforator

The procedure for the installation of a roll of tape in a typing reperforator will vary according to the type of equipment used. In general the following instructions will apply to the installation of tape in most typing reperforators.



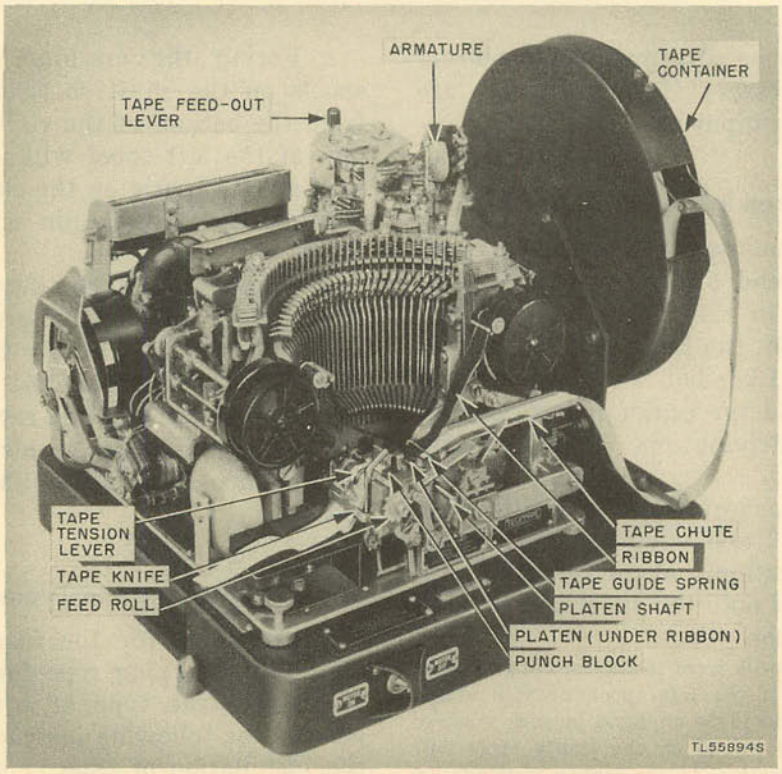


Figure 32. Installing tape in typing reperforator.

a. Remove the cover of the tape container.

b. Place the roll of tape on the spindle so that it unwinds from the bottom (clockwise).

c. Bring the tape out of the container and over the roller. (See fig. 32.)

d. Replace the cover of the container.

e. Thread the tape through the tape chute and below the tape-guide spring and through the punch block. (See fig. 32.)

f. Lift the tape-tension lever and pass the tape between the tape-tension lever and the feed roll.

g. Grasp the tape with the thumb and forefinger of one hand and strike characters with the other until sufficient perforations are made for the tape-feed pins to grip the tape-feed holes. (See fig. 32.)

h. Insert the tape in the tape guide.

i. Replace the tape-container cover.

32. Setting Range Finder

a. The procedure for the setting of the range finder, after arrangements have been made to connect the selector magnet (using cord with red shell plug) in a circuit where a long series of alternate R and Y impulses may be received, is always the same, regardless of the type of equipment used. The R and Y impulses may be transmitted from the local keyboard (if provided) through the cord with black shell plug or received from other teletypewriter equipment. In all cases, the current in the selector magnet should be approximately 60 milliamperes. An explanation of the use of a local test

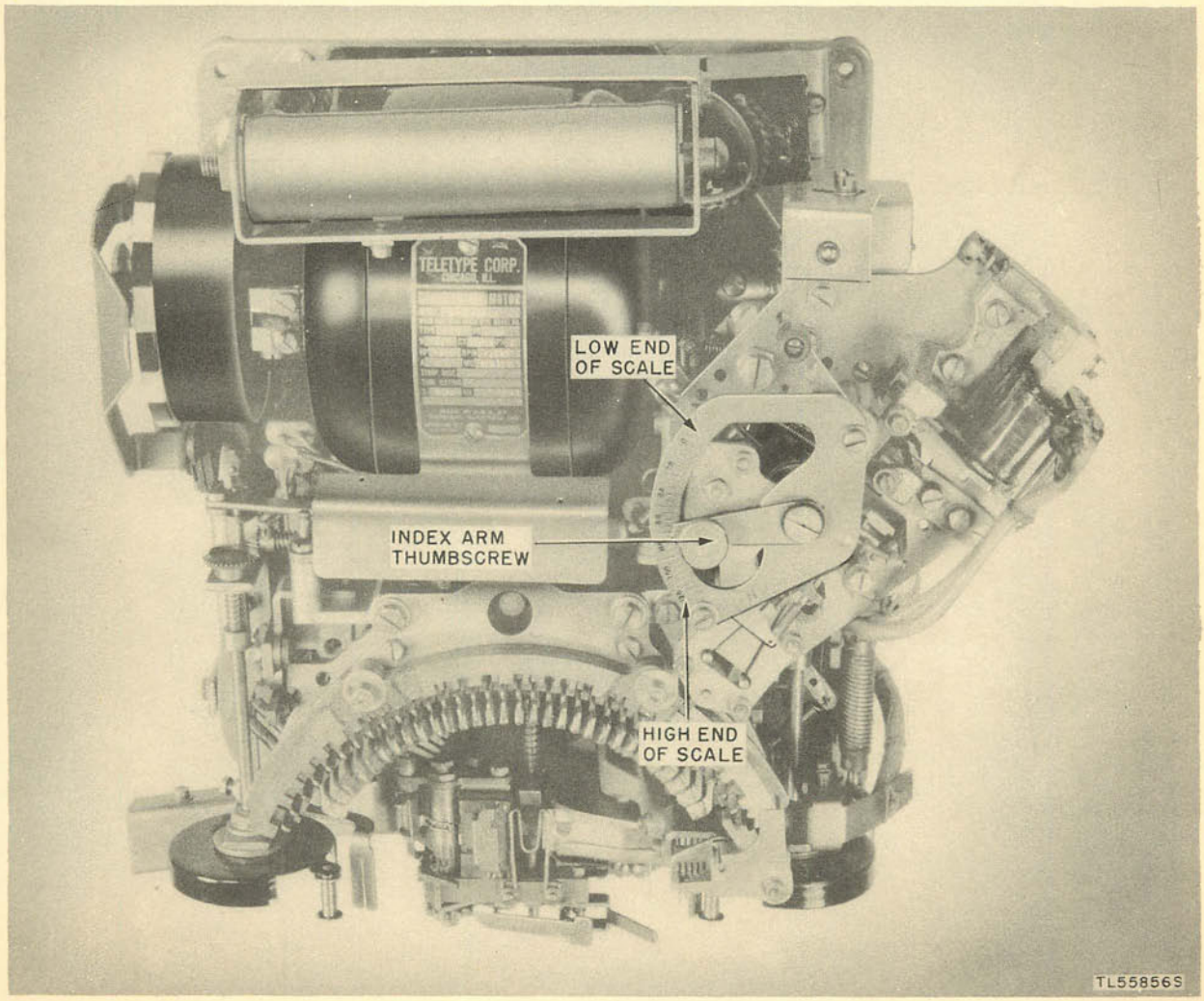


Figure 33. Range-finder mechanism.

circuit which may be used to provide the necessary current when no other teletypewriter is available is given in paragraph 116. Specific numerical settings of the range finder for initial and periodic line-ups of complete sets and systems are furnished in the technical manuals for the sets and systems.

b. After arrangements have been completed to receive a continuous series of alternate R and Y impulses in the selector magnet, proceed as follows to check and adjust the setting of the range finder:

(1) Loosen the index-arm thumbscrew of the range-finder mechanism (fig. 33) and move the index arm toward the zero on the scale until errors begin to appear in the printed letters R and Y.

(2) Move the arm slowly back toward the high end of the scale until the errors disappear.

(3) Note the low-limit scale reading.

(4) Move the arm toward the high end of the scale until errors again begin to appear.

(5) Move the arm *slowly* back toward the low end of the scale until the errors disappear.

(6) Note the high-limit scale reading.

(7) A typing reperforator, in good condition, should give a lower scale reading between 10 and 15, and an upper scale reading between 85 and 90. Add the low and high readings and divide the result by two to find the scale reading for best operation. (For example, a low reading of 15 plus a high reading of 90 gives 105, which, when divided by 2, gives a scale setting of 52.5, for best operation.)

(8) Set the index arm at the scale reading for best operation (as determined above) and tighten the thumbscrew securely.

3

PART THREE

MAINTENANCE INSTRUCTIONS

Note. The preventive maintenance instructions in this part will serve as a guide for any of the installations or groups of equipment for which this equipment is designed.

Do not attempt unauthorized maintenance on this equipment.

Section V. PREVENTIVE MAINTENANCE TECHNIQUES

33. Meaning of Preventive Maintenance

Preventive maintenance is a systematic series of operations performed at regular intervals on equipment when the equipment is not in the operating circuit. Preventive maintenance operations are designed to eliminate major breakdowns and unwanted interruptions in service, and to keep the equipment operating at top efficiency. To understand what is meant by preventive maintenance, it is necessary to distinguish it from trouble shooting and repair. The prime function of preventive maintenance is to prevent break-downs, and, therefore, the need for repair. The prime function of trouble shooting and repair is to locate and correct existing defects. The importance of preventive maintenance cannot be overemphasized. The entire system of teletypewriter communication depends upon each set's being in operation when it is needed and upon its operating efficiently. It is vitally important that teletypewriter operators and repairmen maintain their equipment properly.

Note. Most of the operations in this section are first echelon (operator) and second echelon (organization repairmen) maintenance. Some operations in section VIII, moistureproofing and fungiproofing, are third or higher echelon maintenance.

34. Description of Preventive Maintenance Techniques

a. GENERAL. Most of the mechanical and electrical parts used in teletypewriter equipment require routine preventive maintenance. Those requiring maintenance differ in the amount and kind required. Because hit-or-miss maintenance techniques are not reliable, definite and specific instructions are needed. This section contains these specific instructions and serves as a guide for personnel assigned to perform the six basic maintenance operations: Feel, Inspect, Tighten, Clean, Adjust, and Lubricate. Throughout this manual the following lettering system is used for the six operations:

F—Feel
I—Inspect
T—Tighten
C—Clean
A—Adjust
L—Lubricate

The first two operations, completed with the aid of necessary tools and test equipment, establish the need for the other four. The selection of operations is based on a general knowledge of field needs. For example, dust encountered on dirt roads during cross-country travel filters into the equipment no matter how much care is taken to prevent it. Rapid changes in weather (such as heavy rain followed by blistering heat), excessive dampness, snow, and ice tend to cause corrosion of exposed surfaces and parts. Without frequent inspections and the performance of necessary tightening, cleaning, adjusting, and lubricating operations, equipment becomes undependable and subject to break-down.

b. FEEL (F). The feel operation is used most often to check rotating machinery, such as the motor, cams, shafts, and to determine if electrical connections, bushings, etc., are overheated. Feeling indicates the need for lubrication or the existence of similar types of defects requiring correction. Many motors used in teletypewriter equipment operate at relatively high temperatures. The maintenance man must become familiar with the normal operating temperatures of the equipment in order to be able to recognize signs of overheating.

Note. It is important that the feel operation be performed as soon as possible after shut-down and always before any other maintenance is done.

c. INSPECT (I). Inspection is the most important operation in the preventive maintenance program. The inspector must know how to check for required clearances, tensions, and adjustments of the various types of mechanical assemblies. A careless observer will overlook the evidences of minor trouble. Although these minor defects may not interfere with performance of the equipment, valuable time and effort can be saved if they are corrected before they lead to major break-downs. Make every effort to become thoroughly familiar with the indications of normal functioning, in order to be able to recognize the signs of defective equipment. Inspection consists of carefully observing and checking with tools, gages, etc. (when they are required), all parts of the equipment. Notice state of cleanliness, lubrication, amount of wear, adjustment and placement, tightness, clearance, tension, overheating, and moisture accumulation. Inspect for these conditions as follows:

(1) Cleanliness, by carefully examining all surfaces of the units for accumulation of dust and dirt and excessive oil or grease. Parts, connections, and joints should be free of dust, corrosion, and other foreign matter. In tropical and high-humidity locations, look for fungus growth, mildew, and moisture accumulation.

(2) Inadequate or excessive lubrication.

(3) Excessive wear, as indicated by loose fittings, bearings, etc.

(4) Adjustment and placement, by determining that all mechanical and electrical parts are properly adjusted and in their original positions.

(5) Tightness, by testing any connection, assembly, or mounting that is normally fastened in a rigid position.

Caution: Before tightening any screws, bolts, or nuts, determine whether or not they are part or some adjustment. If so, tighten in accordance with detailed requirement and adjustment procedures given in part five and check all related adjustments.

(6) Clearance between specified points, by feeling, sighting, or inserting gages as specified for item inspected.

(7) Spring tensions, by using the appropriate special spring scale in the exact manner shown in the illustration accompanying each spring tension requirement.

(8) Overheating, as indicated by discoloration, blistering, or bulging of the parts or surface of the container; by leakage of insulating compounds; and by oxidation of metal contact surfaces.

d. TIGHTEN (T). This operation applies only to soldered connections, bolts, screws, and fasteners holding items rigidly in place. Solder loose or broken soldered connections. Correct tightening procedure requires the use of the proper type and size of tools. Do not tighten screws, bolts, and nuts carelessly. Fittings tightened beyond the pressure for which they are designed will be damaged or broken.

Caution: *Do Not Tighten Parts or Apparatus Requiring Clearance or Tension Adjustment.*

e. CLEANING (C). (1) This operation as applied to external surfaces of tables, boxes, covers, panels, frames, etc., is the normal cleaning process.

(2) Cleaning equipment interiors including delicate electrical and mechanical parts requires detailed specific instructions for each assembly and unit. This cleaning is normally performed as part of the preventive maintenance routine dsecribed in paragraphs 36 and 47.

(3) Detailed cleaning instructions for major overhauls are given in part five.

(4) Scheduled items marked with letter C need not be cleaned *each* time they are inspected. Under some conditions, however, it may be necessary to complete the cleaning of a unit before starting the other operations. Clean all parts only when inspection shows that it is necessary.

f. ADJUST (A). Adjustments are made only when they are necessary to restore normal operating conditions. Use extreme care in selecting the proper tools and gages before making adjustments. Many adjustments must be made in a particular sequence. *Each* adjustment must meet *all* requirements for clearance, spring tension, speed, and other tolerance limits. If *one* adjustment is changed, *all* related adjustments must be checked. This check may involve a certain amount of duplication, but there are no practical short cuts when making overlapping functional adjustments. Detailed

instructions for specific requirements and adjustments are given in part five.

g. LUBRICATE (L). Lubrication refers to the application of oil or grease to all rotating shafts and bearings, cam rollers, sliding surfaces, and other moving parts. It may include the application of oil to metal surfaces or parts of the equipment. All lubrication should be completed in accordance with instructions in section VII.

35. Introduction to Preventive Maintenance Procedure

a. The preventive maintenance procedure in this section is divided into two classes, work which can be completed while the teletypewriter set remains in service, and work which requires that the teletypewriter set be taken out of service.

(1) The first class of work is limited to the operations performed on the teletypewriter set exterior, that portion of the keyboard (when provided) which is accessible while the typing reperforator is in service, and the equipment table. Instructions for this work are given in paragraphs 36 and 37.

(2) The second class of work includes the operations which require that the cover, reperforator unit, keyboard base (when provided), and motor unit be removed from their mounting surfaces before the preventive maintenance work is started.

(3) Detailed information on the different individual test requirements and adjustments of complicated parts and mechanisms are not included in this section. The preventive maintenance check list in section VI includes references to the related instructions in requirements and adjustments, section XV, which apply to the preventive maintenance procedures included in this section.

b. Refer to section VII for lubrication instructions and section VIII for moistureproofing and fungiproofing instructions.

c. Preventive maintenance procedures for common classes of parts have been grouped as follows:

	Paragraph
Associated equipment tables or shelves	36
Typing reperforator exterior	37
Cords, cables, and wiring	39
Terminal blocks and slip connections	40
Keys and switches	41

d. Detailed preventive maintenance instructions are arranged by paragraphs as follows:

	Paragraph
Preparation for preventive maintenance inspection (typing reperforator out of service)	38
Typing reperforator unit (less type basket)	42
Type basket	43
Keyboard base (when provided)	44
Base (receiving-only)	45
Motor unit	46
Polar relays	47

e. When worn, bent, or defective parts are found, repair or replace them as discussed in part five.

f. After all preventive maintenance work including lubrication has been completed and the typing reperforator has been assembled, make the following test and adjustments:

(1) Motor speed.
(2) Range-finder setting.
(3) Local operating tests.

Note. Always Check Related Adjustments When Any Adjustment Is Made.

36. Preventive Maintenance for Associated Equipment Tables or Shelves

a. INSPECT. Inspect the associated equipment table or shelf for excess dirt, cracks, missing or broken screws, bolts, or nuts; bent, rusted, or otherwise damaged sliding surfaces, and worn or damaged mountings.

b. TIGHTEN. Tighten all loose screws, bolts, and nuts.

c. CLEAN. Clean the outer surfaces of the table or shelf with a piece of clean cheesecloth moistened slightly in water. Moisten the cloth with a little dry-cleaning solvent (SD) to remove oil, grease, or gummy deposits. Oil may be used to remove rust from the metal surfaces of the table or shelf.

37. Preventive Maintenance for Typing Reperforator Exterior (Typing Reperforator in Service)

a. GENERAL. The instructions given below apply to the exterior surfaces of the typing reperforator (typing reperforator cover) and the section of the keyboard (when provided) which is accessible without removing the cover.

b. COVER. (1) *Inspect.* Inspect the cover for broken cover glass, loose screws, broken or

damaged hinges, damaged copyholder, and scratches.

(2) *Tighten.* Tighten all loose screws.

(3) *Clean.* (*a*) Wipe the cover glass with a clean piece of cheese cloth dipped in water. Polish it with a piece of clean, dry cheesecloth.

(*b*) Remove dust and dirt from the outside surfaces of the cover by wiping it with a piece of clean cheesecloth moistened slightly in water. Moisten the cloth with a little dry-cleaning solvent (SD) to remove oil, grease, or gummy deposits.

(*c*) Remove dust from the inside surfaces of the cover by using a brush. Clean cheesecloth may be used but the lint has a tendency to cling to the inside padding and may cause damage to the moving parts of the typing reperforator. If this operation necessitates the removal of the cover, perform the necessary work when the typing reperforator is taken out of service for a routine inspection as outlined in paragraph 38.

c. KEYBOARD BASE. The operation performed on the keyboard base while the typing reperforator is in service consist of cleaning the outer surfaces of the keyboard, the key tops, and keylevers as described in paragraph 44.

38. Preparation for Preventive Maintenance Inspection (Typing Reperforator Out of Service)

a. For a thorough preventive maintenance inspection the typing reperforator must be taken out of service and partially disassembled as outlined in *b* below.

b. Take the following preparatory steps to facilitate inspection of the various units and parts.

(1) When a table, bench, or box is not available use the cover of the chest (in the case of tactical equipment) as a workbench. In the case of fixed plant equipment use a table. If practicable, lay the cover of the chest (if used) upright on several thicknesses of newspaper, cloth, or other material to protect the edges from scuffing and also to serve as a catch for small parts which may fall during disassembly of the equipment. If an equipment table is used, spread the newspaper or other material on top of the table to protect it from grease, oil, and other dirt.

(2) Disconnect the power and connecting cords.

(3) Remove the typing reperforator cover and place it where it will not be damaged.

(4) Fold a length of cheesecloth into a pad about 18 inches square and six or eight layers thick. If necessary, four or five thicknesses of any clean lint-free cloth can be used.

(5) Place the cloth pad on the workbench.

(6) Remove the base or keyboard base and place on several thicknesses of paper or cloth.

(7) Remove the tape container from the typing reperforator base. Remove the ribbon from the typing reperforator unit.

Caution: Be extremely careful in handling the typing reperforator unit. Units that have been dropped require a major overhaul and thorough testing before being put back into service.

39. Cords, Cables, and Wiring

a. GENERAL. The preventive maintenance procedure given in this paragraph applies to the wiring located in the base, on the typing reperforator unit, keyboard base (if provided), and motor unit. Wiring includes all cords, cables, and wiring placed at factory, at signal depot, or by installers and mechanics. Wires which are tied together with cords are sometimes referred to as wiring harness. Wiring on equipment operated in all kinds of weather and moved on all kinds of roads gets severe punishment. Watch its condition closely.

b. INSPECT. (I). Inspect the wiring for cracked or deteriorated insulation, frayed or cut insulation at the connecting and supporting points, and improper placement which strains wires or connections. Watch for kinks and improper supports.

(2) Inspect all ground connections for dirt, rust, corrosion, and loose connections. An open or loosely-connected grounded point may interfere with the operation of the equipment, and may also nullify the protection for operating personnel.

c. TIGHTEN (T). Tighten loose fasteners, cable clamps, coupling rings, wiring connections. Solder loose or broken soldered connections.

d. CLEAN (C). Clean connector straps when they are dirty or corroded. The easiest way to

clean a dirty connector is to remove it, scrub with a brush dipped in dry-cleaning solvent (SD), and dry it thoroughly with a cloth. Clean corroded connectors with No. 000 sandpaper. It is important that the entire contact surface of the connector be clean.

40. Terminal Blocks and Slip Connections

Terminal blocks, which are used as receiving, connecting, and distributing points for electrical circuits, consist of a strip of insulation and one or more types of connection devices. These connecting devices may be either soldered terminals, screw terminals, contact springs, or contact lugs. They require little preventive maintenance, especially if the wiring has not been changed.

a. CLEAN (C). Clean the terminal blocks, when necessary, with a dry brush. Wipe off excessive moisture with a *clean, dry cloth.* When necessary, use a cloth moistened with dry-cleaning solvent (SD) to clean the insulation string. Wipe thoroughly with a cloth and then brush the block to remove all lint. Remove corroded, loose, or dirty connecting devices and clean them with a piece of crocus cloth. Carbon tetrachloride should be used to clean the electrical contacts of all connecting devices.

b. INSPECT (I). Inspect terminal blocks for cracks, breakage, dirt, and loose connections or mounting screws; also inspect for flask-over paths. Carefully examine connections for mechanical defects, dirt, and corrosion.

c. TIGHTEN (T). Tighten loose screws, lugs, and mounting bolts. Use a screw driver of the correct size. Do not exert too much pressure. Solder any loose or broken soldered connections.

d. ADJUST (A). Adjust the spring tension of the contact springs when necessary. To increase the spring tension, grasp the spring near its point of attachment with either a spring bender or a pair of long-nose pliers. Twist the pliers or spring bender slightly in the direction in which tension is desired and move the tool continuously along the slight bow in the spring. Try the action of the contact after each adjustment. Be careful to keep all soldered connections intact.

Note. Loose soldered connections should be repaired only by an experienced mechanic. Refer to related topics in section XIV.

41. Keys and Switches

a. GENERAL. All keys and switches on the typing reperforators are grouped as a common class. No specific information is provided for any particular key or switch.

b. INSPECT (I). Inspect the mechanical action of each key or switch and look for signs of dirt or corrosion of the key or switch; examine the action of the switch by flipping the control knob or toggle, or by pressing the key-lever and noting the freedom of movement and the amount of spring tension. Check to see that the contacts are clean.

c. CLEAN (C). Wipe off excessive moisture with a *clean, dry cloth.* Clean the exterior surfaces of keys and switches with a stiff brush moistened in dry-cleaning solvent (SD) and polish the surfaces with a piece of cloth. Clean corroded key contacts by burnishing. Do *not* use sandpaper. Build-ups should be removed with the 5217A tool, which is designed for that purpose, and the pits should be burnished.

d. TIGHTEN (T). Tighten loose screws, lugs, and mounting bolts, remove loose connections which are dirty or corroded and clean them before tightening or soldering. Solder any loose or broken soldered connections.

e. ADJUST (A). Adjust keys and switches in accordance with specifications given in section XV.

42. Typing Reperforator Unit (Less Type Basket)

a. CLEAN (*C*). To simplify description of the cleaning procedures, instructions for cleaning the type basket, which is a major assembly of the typing reperforator unit, are given in paragraph 43 following. To clean the remainder of the typing reperforator unit, proceed as follows:

(1) Place the typing reperforator unit on the workbench. Remove all old grease and oil that have gathered dirt and dust. Use a piece of clean, dry cheesecloth or other lint-free cloth folded over the end of screw driver TL–44 to get between the hard-to-reach places.

(2) Use a clean area of the cheesecloth as soon as one area becomes soiled with oil or grease. Loop a piece of cloth over the fingers and wipe all readily accessible surfaces.

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Caution: Do not wipe dirty grease or other foreign matter into bearings. Remove as much of the dirty grease as possible with the tip of the screw driver or an orange stick. Wipe each bearing with a piece of clean cheesecloth.

(3) Loosen both range-finder retaining screws. Remove the left-hand screw completely and slip the range finder off the remaining screw (with the slotted screw hole). Use a clean piece of cheesecloth folded over the end of a screw driver to remove oily deposits of dirt, dust, paper lint, etc., from the outer surfaces of the selector mechanism and range finder.

(4) Flush the selector mechanism by pouring a small amount (about 1 tablespoonful) of dry-cleaning solvent (SD) between the separator plates. Repeat the flushing process if necessary.

b. INSPECT (I). Check the following parts for deficiencies as indicated:

(1) Frame casting for cracks or other damage.

(2) Loose, broken, or missing mounting screws.

(3) All levers, bell cranks, rollers, bearings. shafts, and gears to determine that all parts move freely and are not bent, broken, or excessively worn.

(4) Missing, broken, or distorted springs.

(5) Main shaft and associated gears, bearings, cams, clutches, and springs for binding, excessive wear, or other damage.

c. TIGHTEN (T). Tighten loose screws, bolts, or nuts if they are not part of some adjustment.

d. ADJUST (A). Make all necessary adjustments in accordance with detailed requirements in section XV.

e. LUBRICATE (L). Refer to section VII for instructions on lubrication.

43. Type Basket

Do not remove basket.

a. CLEAN (C). (1) Fold a piece of clean cheesecloth into a pad about 8 inches wide and four or five layers thick.

(2) Insert the pad between the type bars and the backstop to catch the dirt and excess dry-cleaning solvent (SD).

(3) Wipe the faces of the type-bar pallets with a piece of cheesecloth moistened in dry-cleaning solvent (SD). Be careful not to bend the type bars. After the pallets are dry, brush them with a dry typewriter brush (part of Tool Equipment TE–50). Repeat the process if necessary. Flush the segment slots with dry-cleaning solvent (SD).

b. INSPECT (I). Inspect the type basket for the following:

(1) Missing mounting screws, bolts, and loose parts.

(2) Frame for cracks or other damage.

(3) Each type bar to determine that all parts move freely and are not bent or broken.

(4) Each type bar for missing or damaged pallets.

(5) Levers, gears, shafts, and bearings for signs of excessive wear, loose parts, or damage.

(6) Missing, broken, or distorted springs.

c. TIGHTEN (T). Tighten all loose screws, bolts, and other parts which are not involved in an adjustment.

d. ADJUST (A). Make all required adjustments in accordance with instructions in section XV.

e. LUBRICATE (L). Refer to section VII for instructions on lubrication.

44. Keyboard Base

Note. If the keyboard base is not used, see paragraph 45. Place the keyboard base on the workbench.

a. CLEAN (C). Do not disassemble the keyboard base for ordinary cleaning. Refer to part five for major overhaul cleaning. For routing cleaning follow the procedure outlined below:

(1) Clean the key tops with a cloth slightly moistened with water. Wipe off excessive moisture with a *clean, dry cloth.*

Caution: Do not use dry-cleaning solvent (SD) or carbon tetrachloride on rubber key tops.

(2) Remove all oil, grease, dust, and dirt from the outside surfaces of the keyboard by wiping it with a clean cheesecloth.

(3) Clean between the keylevers and around the transmitting mechanism with a stiff brush.

b. INSPECT (I). Inspect the keyboard for the following:

(1) Casting for cracks or other damage.

(2) Loose, broken, or missing mounting screws.

(3) All levers, pawls, latches, and cams to determine that all parts move freely and are not bent, broken, or excessively worn.

(4) Broken, missing, or illegible key tops.

(5) Missing, broken, or distorted springs.

(6) Transmitting shafts and associated gear, clutch, and bearings for binding and wear.

c. TIGHTEN (T). Tighten only those loose parts which are not part of an adjustment.

d. ADJUST (A). Adjust the spring tension of the contact springs when necessary. To increase the spring tension, grasp the spring near its point of attachment with either a spring bender or a pair of duckbill pliers. Twist the pliers or spring bender slightly in the direction in which tension is desired and move the tool continuously along the slight bow in the spring. Try the action of the contact after each adjustment. Be careful to keep all soldered connections intact.

Note. Loose soldered connections should be repaired only by an experienced mechanic. Refer to related topic in section XIV.

e. LUBRICATE (L). Lubrication instructions are contained in section VII.

45. Base (Receiving-Only)

Place the base on the workbench.

a. CLEAN (C). Wipe all oil and grease from the base. Use a piece of cheesecloth folded over the tip of a screw driver to get into hard-to-reach places. Be careful not to break any of the leads of the base wiring.

b. INSPECT (I). Inspect for the following:

(1) Cracks in the casting and other damage.

(2) Loose, broken, or missing mounting screws.

(3) Refer to paragraphs 39, 40, and 41 for other points to be inspected.

c. TIGHTEN (T). Tighten loose screws, bolts, and other parts not involved in adjustments. Other points to be tightened are given in paragraphs 39, 40 and 41.

d. ADJUST (A). Refer to section XV for the required adjustments.

e. LUBRICATE (L). Refer to section VII for points to be lubricated.

46. Motor Unit

Note. Normally the motor unit will not be removed from the typing reperforator base during preventive maintenance routines.

a. INSPECT (I). Check the following parts as outlined.

(1) Motor and motor-unit base for cracks and other damage.

(2) Loose, broken, or missing mounting screws.

b. FEEL (F). Feel the motor while it is in service to determine if it is overheated. If the motor is not in service and has been idle, it should be run for 5 to 10 minutes, then checked for overheating.

c. TIGHTEN (T). Tighten loose screws and bolts which are not part of an adjustment.

d. CLEAN (C). When cleaning the motor unit, *do not* remove the motor-unit base unless absolutely necessary.

(1) Remove all oil, grease, and other foreign matter from the outer surfaces of the motor unit by wiping with a dry cloth.

(2) Remove the motor brushes and see if they meet the inspection requirements given in paragraph 142. Clean the brushes and the inside of the brush holders with a cloth moistened with dry-cleaning solvent (SD). During this operation check the condition of the carbon brushes.

Note. Scratch an identifying mark on the upper surface of each carbon brush upon its removal in order to facilitate replacing the brush into its proper brush holder after cleaning.

Caution: Do not take the governor apart for cleaning only, unless there is reason to believe it is very dirty internally and that the dirt may be a source of trouble.

e. ADJUST (A). Make necessary adjustments to all parts as prescribed in section XV. For check and adjustment of motor speed refer to paragraph 29.

f. LUBRICATE (L). Refer to section VII for lubrication instructions.

47. Polar Relays

a. GENERAL. In applying preventive maintenance to polar relays, it is essential that maintenance personnel familiarize themselves with all details of the relay by examining it while it is in good condition. In this way, they will be prepared to recognize defects which will affect operation of the relay. Extreme care should be used when handling the relay so as not to damage or misaline the relay mechanism.

b. INSPECT (I). (1) A relay is considered to be in good operating condition if:

(*a*) The exterior is free from dirt or dust.

(*b*) The relay assembly is securely mounted.

(*c*) The relay coil shows no signs of overheating.

(*d*) The wire insulation is not frayed or torn.

(*e*) The connections to the relay are tight.

(*f*) The contacts are lined up and correctly spaced.

(*g*) The contact springs are in good condition.

(*h*) The armature travels freely and functions satisfactorily.

(*i*) The contacts are not burned, pitted, or corroded.

(2) If the relay fails to meet requirements f to i in the above list, refer to paragraph 493 and to TM 11–2513.

c. TIGHTEN (T). Tighten all loose connections and mounting screws, but do not apply enough force to damage the screws or break the parts.

d. CLEAN (C). (1) *Relay exterior.* The interior and exterior of the relay cover should be wiped clean with a lint-free cloth. Do not remove leads from the relay unless it is in higher echelon shops for repair.

(2) *Relay contacts.* (*a*) Before removing covers of relays, see that all apparatus is free of dust, dirt, or other foreign matter which might fall into the relay contacts.

(*b*) Remove loose dust or lint from the relay contacts with a soft-bristle brush.

(*c*) Inspect the relay contacts thoroughly. If they are dirty, burned, pitted, or corroded, service them in accordance with the instructions below.

Note. The brown discoloration found on silver or silver-plated contacts is silver oxide and is a good conductor. It should not be removed unless the contacts must be cleaned for some other reason. It may be removed at any time either by burnishing or by rubbing with a cloth moistened with carbon tetrachloride.

(*d*) To clean contacts, insert a clean flat blade in the burnishing tool (Tool, switchboard, contact burnisher, WECo 265C, Signal Corps stock No. 6R41065C). Keep the blade clean by frequent wiping with a lint-free cloth moistened with carbon tetrachloride. To burnish normally open contacts, press them together with the orange stick (or suitable substitute) or operate the relay manually to give a slight pressure against the blade of the burnisher. At the same time move the blade back and forth two or three times or as often as necessary to brighten the contacts. But avoid excessive burnishing. When too much of the contact metal is removed, the contact follow is destroyed and readjustment is necessary. When burnishing normally-closed contacts, the tension of the springs themselves will usually supply enough pressure against the burnisher. If the spring tension is heavy, lift one of the springs away sufficiently to insert the burnisher.

(*e*) If burnishing does not eliminate the contact trouble, use carbon tetrachloride to clean the contact surfaces more thoroughly. Dip the flat end of a clean toothpick into the carbon tetrachloride. Then, holding the contacts slightly separated, deposit the liquid on the contacts without rubbing. Use the flat end of another toothpick to deposit more carbon tetrachloride on the contact to flush away dirt loosened by the first application. Again do not rub. Be careful to keep the carbon tetrachloride from all insulating materials. When the contacts are thoroughly dry, burnish them ((*d*) above) to remove all deposit or residue. Always burnish the contacts after cleaning with carbon tetrachloride.

(*f*) Contact points which are badly pitted or built up may be reconditioned as follows: Remove the build-ups with a fine-cut point file (or in emergencies, crocus cloth). Burnish the pits with the ball-point burnisher blade furnished with the switchboard contact burnishing tool. If the pit is small, place the ball point of the burnisher in the pit and rotate the barrel of the tool between the thumb and finger, at the same time applying slight pressure. If the pit is large, move the ball point of the burnisher over the surface of the pit with a circular motion. After removing build-ups and cleaning pits, again burnish the contacts with a flat blade of the contact burnisher. Always be careful to avoid excessive removal of the contact metal. Otherwise contact follow and separation requirements will be affected and readjustment will be necessary.

Caution: Never use highly abrasive material, such as sandpaper or emery cloth, to clean relay contacts.

(*g*) Relay pole faces and armature faces must be cleaned occasionally. These are the surfaces of the core and armature which touch

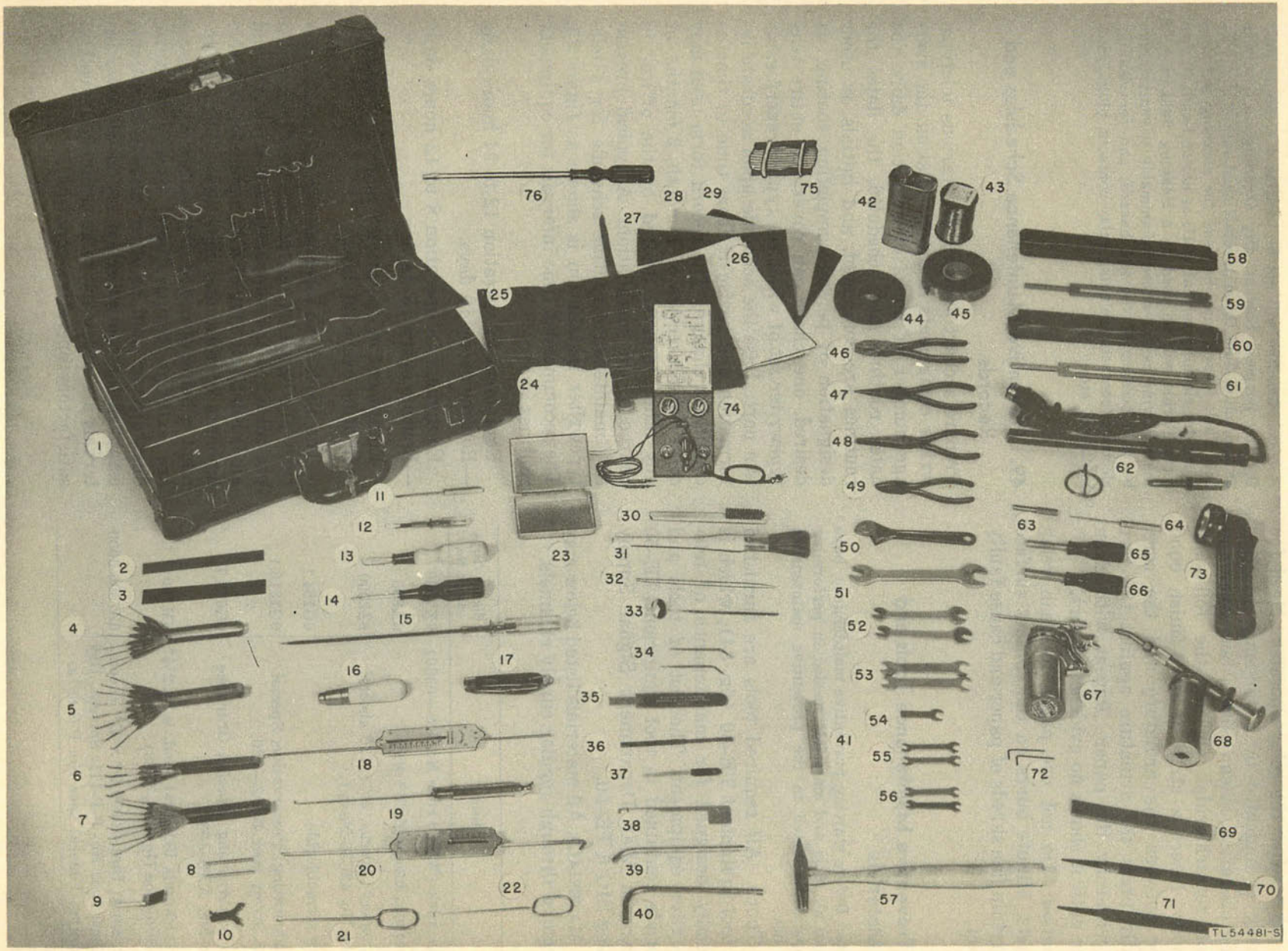


Figure 34. Tools and materials contained in tool equipment TE—50.

each other when the relay operates. Need for cleaning is indicated by a tendency to stick during operation. Clean with a burnisher and carbon tetrachloride. Or use the following method: Insert a strip of hard-finish bond paper between the armature and the core. Lightly press the armature against the core and withdraw the paper. Repeat with clean paper until it shows no evidence of dirt.

Caution: Do not use paper to clean relay contacts. Minute burrs on the contact surface may retain fine shreds of paper and cause faulty contact.

48. Preventive Maintenance Tools and Materials

Note. Before starting preventive maintenance, have on hand all tools and materials needed in performing the operations listed in the preventive maintenance check list.

a. TOOLS. All required tools are furnished with tool equipment TE–50 (fig. 34), which is especially designed for maintenance of teletypewriter equipment. The list of tools and materials contained in tool equipment TE–50 appears in War Department Signal Supply Catalog SIG 6 TE–50.

b. MATERIALS. All materials listed below may be secured through regular supply channels.

Item	Signal Corps stock No.
Orange stick (WECo code No. KS—6320)	6X7360
Cheesecloth, bleached 36″ wide	8A805
Cloth, emery: crocus, 9″ x 11″ sheets (spec No. 42C56-Navy).	6Z2000
Carbon tetrachloride	6G184.1
Oil, Lubricating, Preservative, Special U. S. Army spec No. 2—120.	6G1318.1
Grease, Lubricating, Special, Ordnance spec No. AXS—637.	6G673.7
Paper, cleaning, Bell Seal bond, ¼″ x 2½″ (WECo code No. KS—7188).	6M750
Paper, sand; flint #0000 9″ x 11″ sheets, Federal spec No. P-P-111. Solvent, Dry Cleaning, Federal spec No. P-S-661a.	6Z7500-0000

Note. Gasoline will not be used as a cleaning fluid for any purpose. Solvent, Dry Cleaning, is available as a cleaning fluid through established supply channels. Oil, Fuel, Diesel, may be used for cleaning purposes when dry-cleaning solvent (SD) is not on hand. Carbon tetrachloride will be used as a cleaning fluid only in the following cases: where inflammable solvents cannot be used because of the fire hazard, and for cleaning electrical contacts including relay contacts, plugs, commutators, etc.

49. Preventive Maintenance Schedules and Records

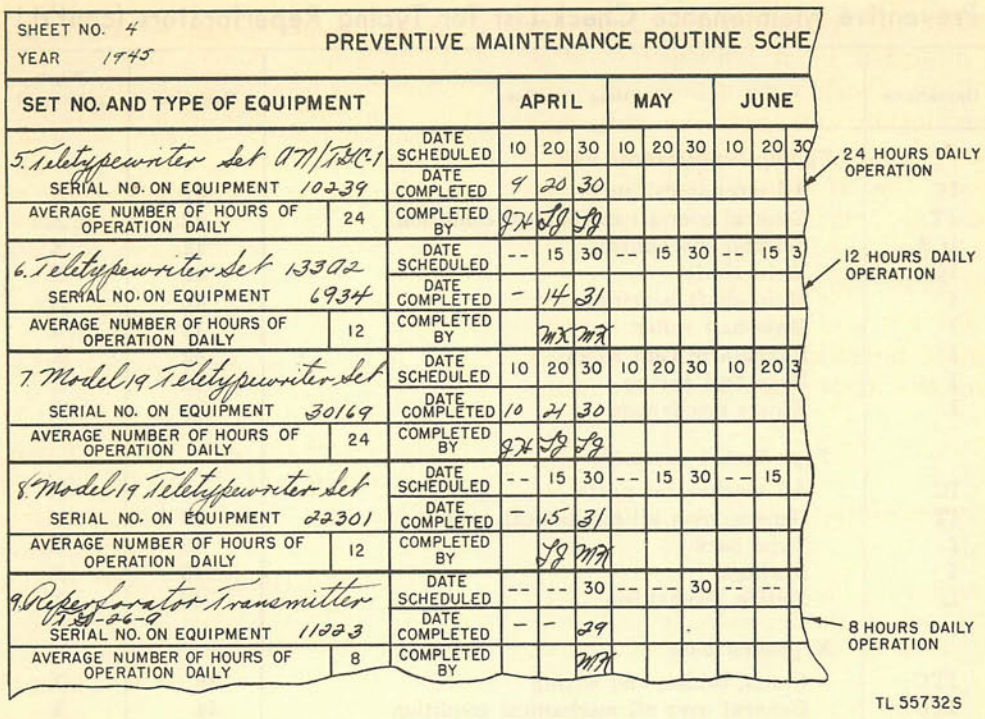
Prepare a chart showing the various teletypewriter equipments in the installation, the average number of hours of operation daily, the dates routines are scheduled, the dates the routines are completed, and initials or other designation of person completing routine. If desired, one chart can cover the entire teletypewriter set of which the typing reperforator is a part. Base the schedule upon accurate information and revise it from time to time as conditions change. The record form used may cover time intervals of 1 month, 2 months, or any other interval desired by the officer in charge of the installation. A typical preventive maintenance routine schedule for a teletypewriter installation is shown as figure 35. The recommended time intervals for equipment routines are:

Equipment in operation 12 to 24 hours daily —Routine every 10 days.

Equipment in operation 8 to 12 hours daily —Routine every 15 days.

Equipment in operation 8 hours or less daily —Routine every 30 days.

The above time intervals for equipment routines are based on operating conditions which prevail when the temperature is moderate and air is relatively free of dirt, sand, and excessive amounts of dust and moisture. When equipment is being operated in localities where there are extreme temperatures, excess moisture, dust, dirt, or sand, or other adverse conditions, establish the routine schedules on whatever intervals are necessary to keep the equipment in satisfactory operating condition.



SHEET NO. 4
YEAR 1945

PREVENTIVE MAINTENANCE ROUTINE SCHE

SET NO. AND TYPE OF EQUIPMENT		APRIL			MAY			JUNE			
5. Teletypewriter Set AN/TGC-1	DATE SCHEDULED	10	20	30	10	20	30	10	20	30	24 HOURS DAILY OPERATION
SERIAL NO. ON EQUIPMENT 10239	DATE COMPLETED	9	20	30							
AVERAGE NUMBER OF HOURS OF OPERATION DAILY 24	COMPLETED BY	JX	JJ	JJ							
6. Teletypewriter Set 13302	DATE SCHEDULED	--	15	30	--	15	30	--	15	3	12 HOURS DAILY OPERATION
SERIAL NO. ON EQUIPMENT 6934	DATE COMPLETED	-	14	31							
AVERAGE NUMBER OF HOURS OF OPERATION DAILY 12	COMPLETED BY		MX	MX							
7. Model 19 Teletypewriter Set	DATE SCHEDULED	10	20	30	10	20	30	10	20	3	
SERIAL NO. ON EQUIPMENT 30169	DATE COMPLETED	10	21	30							
AVERAGE NUMBER OF HOURS OF OPERATION DAILY 24	COMPLETED BY	JX	JJ	JJ							
8. Model 19 Teletypewriter Set	DATE SCHEDULED	--	15	30	--	15	30	--	15		
SERIAL NO. ON EQUIPMENT 22301	DATE COMPLETED	-	15	31							
AVERAGE NUMBER OF HOURS OF OPERATION DAILY 12	COMPLETED BY		JJ	MX							
9. Reperforator Transmitter TG-26-B	DATE SCHEDULED	--	--	30	--	--	30	--	--		
SERIAL NO. ON EQUIPMENT 11223	DATE COMPLETED	-	-	29							8 HOURS DAILY OPERATION
AVERAGE NUMBER OF HOURS OF OPERATION DAILY 8	COMPLETED BY			MX							

TL 55732S

Figure 35. Typical preventive maintenance routine schedule.

Section VI. PREVENTIVE MAINTENANCE CHECK LIST

50. Preventive Maintenance Check List for Model 14 Typing Reperforators

The following check list is a summary of the preventive maintenance to be performed on all model 14 typing reperforators. The time intervals shown on the check list may be reduced at any time by the local commander. However, for best performance of equipment, the operations must be performed at least as frequently as called for in the check list. The echelon column indicates which operations are first-echelon maintenance and which operations are second-echelon maintenance. Operations are indicated by the letters of the word FITCAL. For example, if the letters ITA appear in the Operations column, the item to be treated must be inspected (I), tightened (T), and adjusted (A).

Preventive Maintenance Check List for Typing Reperforators

Item No.	Operations	Item (routine)	Par. No.	When performed	Echelon
1	IC	Typing reperforator (exterior)	37	Daily	1st
2	IA	Motor speed	29	Daily	1st
3	ITC	Equipment table or shelf	36	Daily	1st
4	IA	Range-finder setting	32	X	2d

Preventive Maintenance Check List for Typing Reperforators (cont'd.)

Item No.	Operations	Item (routine)	Par. No.	When performed	Echelon
		Typing reperforator unit			
5	IC	All mechanical parts	42	X	2d
6	IT	General over-all mechanical condition	42	X	2d
7	ICA	Selector mechanism	42	X	2d
8	IC	Main shaft	42	X	2d
9	I	Main-shaft bearings	42	X	2d
10	I	Main-bail roller	42	X	2d
11	I	Punch-arm cam roller	42	X	2d
12	I	Main-bail spring	42	X	2d
13	L	Entire mechanism	42	X	2d
		Type-basket assembly			
14	IC	All mechanical parts	43	X	2d
15	IT	General over-all mechanical condition	43	X	2d
16	I	Type bars	43	X	2d
17	I	Springs	43	X	2d
18	L	Entire mechanism	43	X	2d
		Keyboard base			
19	ITC	Cords, cables, and wiring	39	X	2d
20	ITC	General over-all mechanical condition	44	X	2d
21	ICA	Transmitting contacts	44	X	2d
22	ITC	Wiring and slip connections	39,40	X	2d
23	L	Entire mechanism	44	X	2d
		Motor unit			
24	C	Exterior of motor unit	46	X	2d
25	FIT	General mechanical condition	46	X	2d
26	IT	Motor pinion gear	46	X	2d
27	ICA	Motor brushes and commutator	46	X	2d
28	ICA	Governor	46	X	2d
29	ITC	Switch and wiring	39,41	X	2d
30	L	Motor unit	46	X	2d
		Base (receiving-only)			
31	C	All mechanical parts	45	X	2d
32	ITA	General mechanical condition	45	X	2d
33	ITC	Switch (motor)	41	X	2d
34	ITC	Terminal blocks and slip connections	40	X	2d
35	ITC	Cords, cables, and wiring	39	X	2d
36	ITCA	Line relay	47	X	2d
37	L	Entire base mechanism	45	X	2d

Note. X in When performed column is determined by average hours of use:

	Normal temperatures	*Tropical temperatures*
Up to 8 hours per day	every 30 days	every 15 days
8 to 12 hours per day	every 15 days	every 10 days
12 to 24 hours per day	every 10 days	every 7 days

F	I	T	C	A	L
Feel	Inspect	Tighten	Clean	Adjust	Lubricate

VII

Section VII. LUBRICATION

Note. A War Department Lubrication Order is not issued on typing reperforators.

51. Recommended Lubricants

The following table lists the lubricating materials necessary in servicing the typing reperforators:

Approved symbols	Standard nomenclature
GL	Grease, Lubricating, Special
PS	*Oil, Lubricating, Preservative, Special
OE 10	*Oil, Engine, SAE 10

*When the temperature is so high that special preservative lubricating oil (PS) runs off the parts, engine oil, SAE 10 (OE 10), may be used in place of it.

52. Detailed Lubrication Instructions

a. GENERAL. The location of the parts of the typing reperforator to be lubricated are shown in figures 36 through 43. The type of lubricant to be used and the specific instructions for lubricating each part are given in paragraph 54. The lubrication instructions listed are based on normal operating conditions, with the equipment in service for an average of 8 hours a day. Under these conditions the lubrication interval is once every 30 days. Refer to the preventive maintenance check list. (See par. 50.) When equipment is operated more than 8 hours a day, reduce the intervals. When equipment is operated in tropical climates, a further reduction in the interval is required. Do not lubricate the equipment with the motor running.

Caution: Do not apply lubricants in excess of the quantities recommended. Wipe off excess oil.

b. METHODS OF APPLYING GREASE. (1) *Filling of grease gun.* Fill the grease gun furnished as part of tool equipment TE–50 in the following manner:

(*a*) Unscrew the lubricant tube from the cap casting.

(*b*) Place the open end of the lubricant tube over the opening in the filling washer in the can of proper lubricant. Press down on the lubricant tube until the tube is filled.

Note. If the cans of lubricant on hand are not equipped with filling washers, press the metal follower against the back end of the lubricant tube and fill the lubricant tube by using a clean wooden paddle or the fingers. Tamp the lubricant down solidly in the tube by pounding the closed end sharply against the palm of the hand. Continue to add lubricant and tamp until the tube is completely filled.

(*c*) Screw the lubricant tube back into the cap casting just enough to hold the tube in place. Insert a rod, screw driver, pencil, or similar object through the perforated end of the lubricant tube and press the metal follower into the tube to expel any air that may be trapped in the tube. When the lubricant begins to ooze past the threads, tighten the lubricant tube securely into the cap casting.

(*d*) Operate the handle back and forth several times until lubricant is pumped from the nozzle. The grease gun is then ready for use. If the lubricant does not flow from the nozzle in a solid stream when the handle is operated, it is an indication that all the air has not been expelled from the lubricant tube. Invert the gun and pound the cap casing end against the palm of the hand to jar the lubricant into the pump cylinder.

(2) *Greasing pressure fittings.* To grease parts that are equipped with pressure fittings, place the nozzle of the grease gun squarely against the grease fittings and operate the hande.

Caution: Test the grease gun *before* greasing pressure fittings to determine how much grease is injected for each full operation of the handle. DO NOT OVERLUBRICATE EQUIPMENT.

(3) *Greasing flat surfaces.* To grease flat surfaces, hold the nozzle of the grease gun against the surface, tilted at an angle of approximately 45°. Operate the handle until sufficient grease is ejected. If the surface is long, operate the handle slowly and at the same time move the nozzle of the gun along the surface to form a continuous ribbon of lubricant. The lubricant may be pumped out onto the fingers or the end of a screw driver for transfer into hard-to-reach places that cannot be reached directly with the grease gun.

c. METHODS OF APPLYING OIL. (1) *Filling of oiler.* Fill the oiler furnished as part of Tool Equipment TE–50 by unscrewing the top. Remove the pump. Fill the tube with proper lubricant and replace the pump. Tighten the top.

(2) *Use of oiler.* After filling the oiler, or when starting to use the oiler after it has been standing for some time, operate the pump handle until oil is forced out of the nozzle and then adjust the stop beneath the pump handle for the desired flow of oil. Turn the adjusting stop in a counter-clockwise direction to reduce the flow of oil and in a clockwise direction to increase the flow of oil.

Note. The adjustable stop beneath the pump handle may be moved to one side to make the stop inoperative.

(3) *Use of wire for applying oil.* Where the approved oiler is not available, it is recommended that a piece of No. 22 B and S wire of suitable length be dipped ½ inch into the oil and immediately touched to the surface or point to be lubricated. One or two drops of oil can be applied in this manner and will reduce the possibility of over lubrication.

53. Preparation for Lubrication

a. GENERAL. To thoroughly lubricate the typing reperforator it must be taken out of service and partially disassembled as outlined in subparagraph *c* below.

b. GREASE GUN. Fill the grease gun and oiler (part of tool equipment TE–50) as outlined in paragraph 52*b* and *c*.

c. PREPARATION. Take the following preparatory steps to facilitate lubrication of the various parts and units.

(1) Disconnect the power during the lubricating process.

(2) Remove the cover.

(3) Remove the tape container.

(4) Remove the typing reperforator unit from the base.

(5) Remove the keyboard base (when provided).

d. OLD LUBRICANTS. Remove all old grease and oil with a clean, dry, lint-free cloth. Wrap the cloth around the end of a screw driver or an orange stick to remove old lubricants in hard-to-reach places.

e. LUBRICATION. Lubricate the typing reperforator in accordance with the charts given in paragraph 54 below. Items need not be lubricated in the sequence given in the charts, but all points listed *must* be lubricated.

54. Lubrication Charts for Typing Reperforators

The charts in this paragraph list the points to be lubricated on the typing reperforators, the type of lubricant, and the quantity to be applied. The item numbers listed are grouped to include all the points of lubrication on each unit of the typing reperforator. The same numbers are shown on the accompanying illustrations.

a. MOTOR UNIT AND BASE.

Item	Fig. No.	Name of part	Lubricant	Method and quantity
1	36	Motor pinion	GL	Apply sparingly
2	36	Motor bearing oilers (2)	PS	4 or 5 drops in each
3	36	Motor speed-adjusting lever pilot screw	PS	1 or 2 drops
		Receiving-only (high) base		
4	36	Tape-reel bearing	PS	1 or 2 drops
5	36	Tape retainer-arm bearing	PS	1 or 2 drops on each side
6	36	Tape retainer-arm spring	PS	1 or 2 drops at point of contact with top of mounting bracket
		Receiving-only (low) base		
7	36	Tape-out lever gear	GL	Apply sparingly
8	36	Tape-out lever gear (oil cup)	PS	Fill oil cup
9	36	Tape-out lever bearing (2)	PS	1 or 2 drops on either side
10	36	Tape-out bell-hammer pivots (2)	PS	1 or 2 drops

b. Lubrication on Bottom of Keyboard Base.

Item	Fig. No.	Name of part	Lubricant	Method and quantity
101	37	Universal-bar pivots (2)	PS	1 or 2 drops
102	37	Selector-bar rollers on each side	PS	1 or 2 drops
103	37	Selector bars at each guide bracket	PS	1 or 2 drops
104	37	Keylevers just in front of selector bars	PS	1 or 2 drops on each
105	37	Keylever rear bearing rod at five equidistant points	PS	1 drop at each point
106	37	Keylever springs at point of engagement with notch in keylever	PS	Apply sparingly
107	37	Keylever springs	GL	Apply film of grease

c. Lubrication on Top Side of Keyboard Base.

Item	Fig. No.	Name of part	Lubricant	Method and quantity
108	38	Transmitting-shaft bearings (2 oil cups)	PS	Fill cups
109	38	Driven clutch member through coils of spring	PS	Apply sparingly
110	38	Intermediate pawl at pivot	PS	1 or 2 drops
111	38	Trip-off pawl at pivot and at surface bearing on trip-off pawl eccentric	PS	1 or 2 drops at each point
112	38	Space repeat rod on each bearing point and points of contact.	PS	1 or 2 drops
113	38	Clutch throw-out lever bearings	PS	1 or 2 drops
114	38	Lock-loop bearings	PS	1 or 2 drops
115	38	Lock-loop roller	PS	1 or 2 drops
116	38	Tape-out lever bearing	PS	1 or 2 drops on either side
117	38	Tape-out bell-hammer pivots	PS	1 or 2 drops
118	38	Locking levers (5) bearings	PS	1 or 2 drops
119	38	Contact levers	PS	1 drop on side of each lever so oil will run down on pivot.
120	38	Spacer bar on each of four pivots and on pivot for spacer keylever.	PS	1 or 2 drops on each point
121	38	Keyboard gears	GL	Apply sparingly

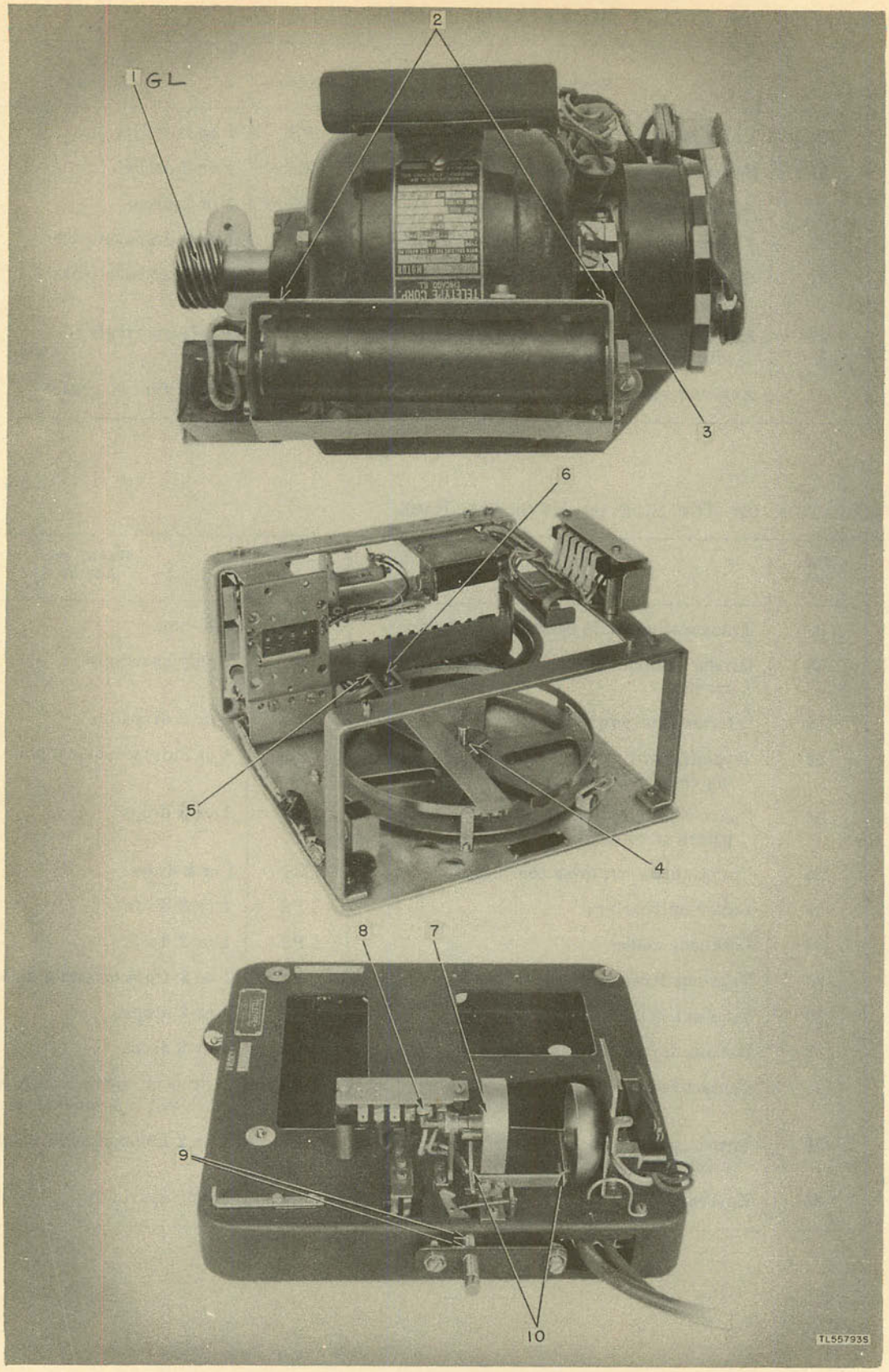


Figure 36. Lubrication points for motor unit and base.

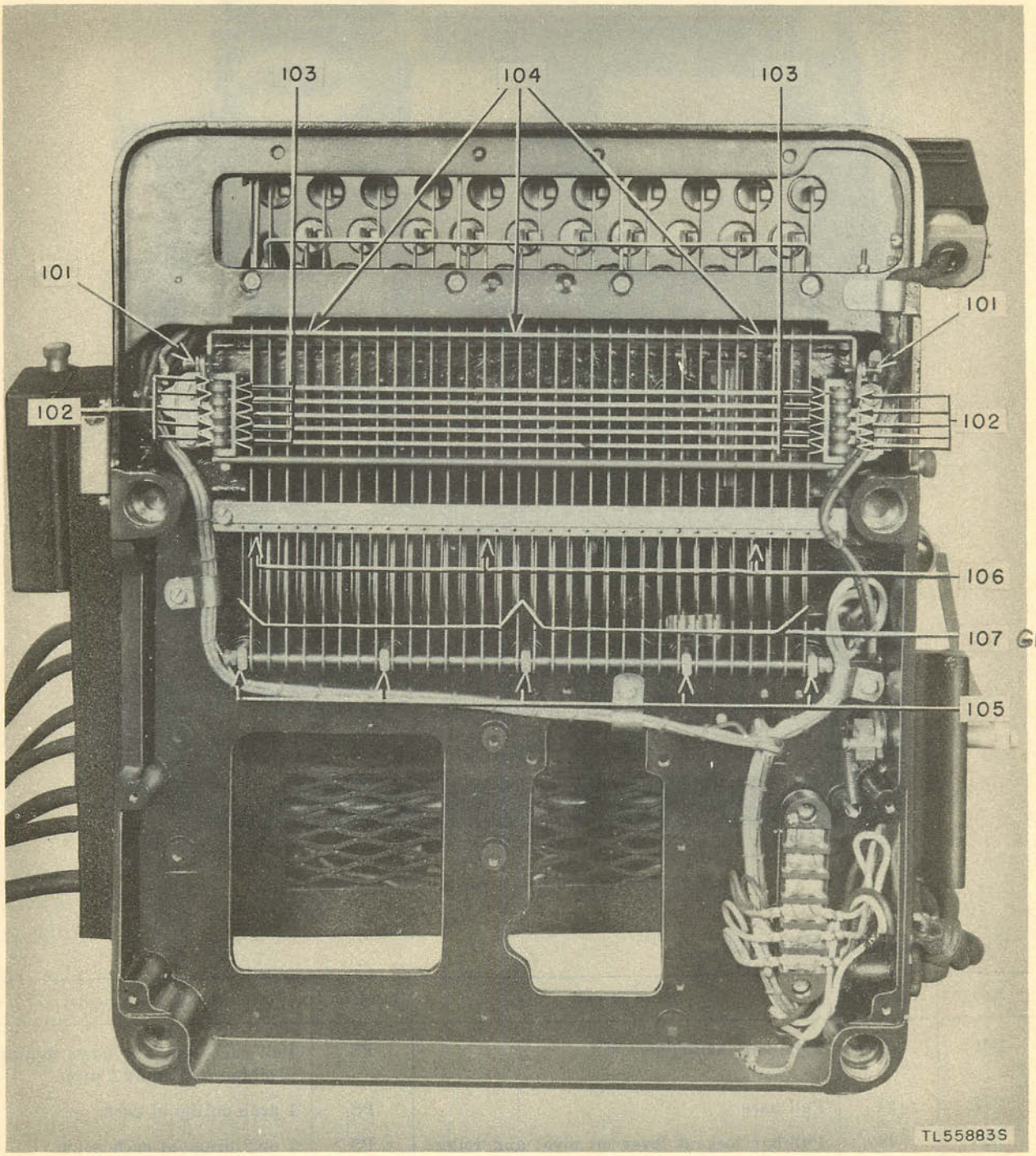


Figure 37. Lubrication points for bottom of keyboard base.

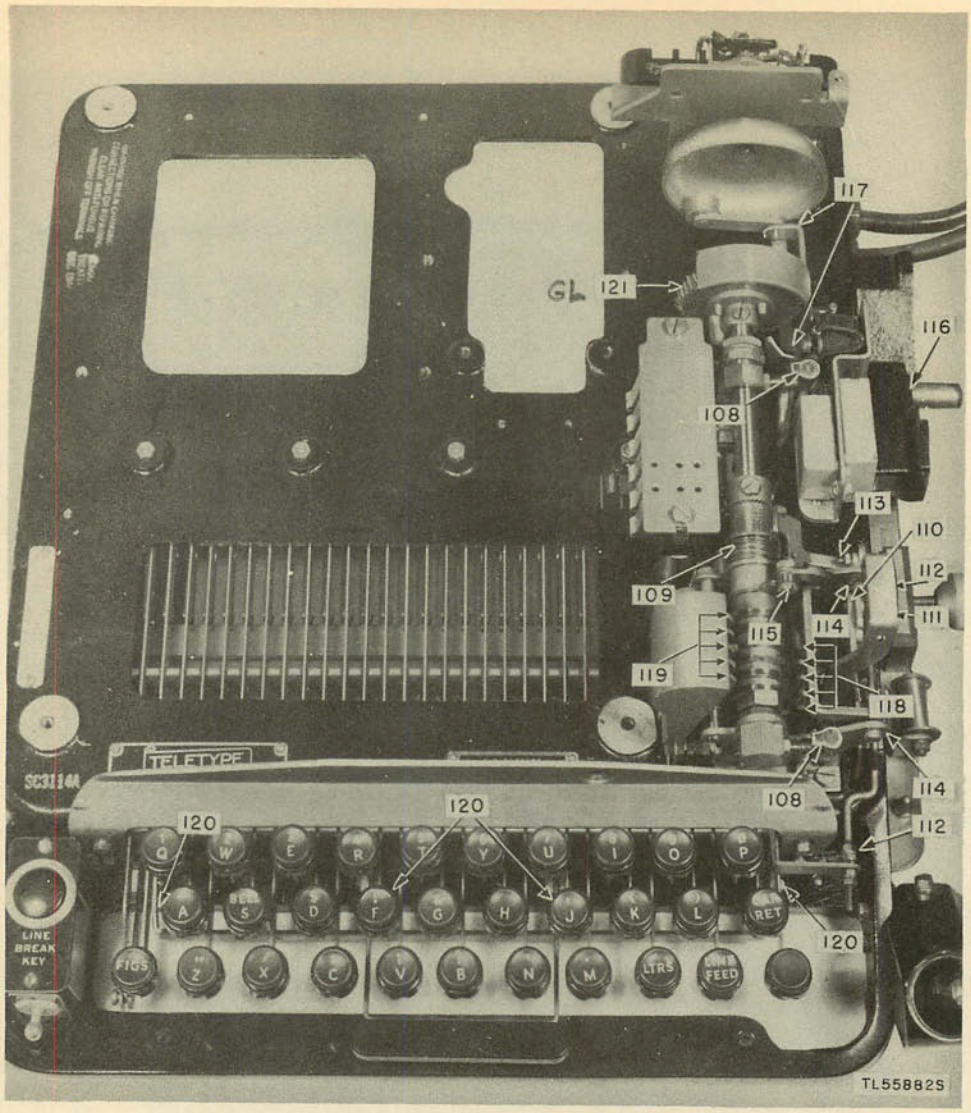


Figure 38. Lubrication points for top of keyboard base.

d. TYPE-BASKET ASSEMBLY.

Item	Fig. No.	Name of part	Lubricant	Method and quantity
201	43	Type bars at segment slot	PS	Pull each type bar down against platen and apply 1 drop.
202	43	Pull bars	PS	1 drop on top of each
203	43	Pull-bar lockout lever on pivot and rollers (2).	PS	1 or 2 drops at each point
204	40	Code-bar locking lever at point of contact with main bail.	GL	Apply sparingly
205	43	Code bars at posts	PS	1 or 2 drops
206	40	Code-bar bell cranks on wearing surfaces	PS	1 or 2 drops
207	39	Ribbon-feed ratchet and feed gears teeth	PS	Apply sparingly

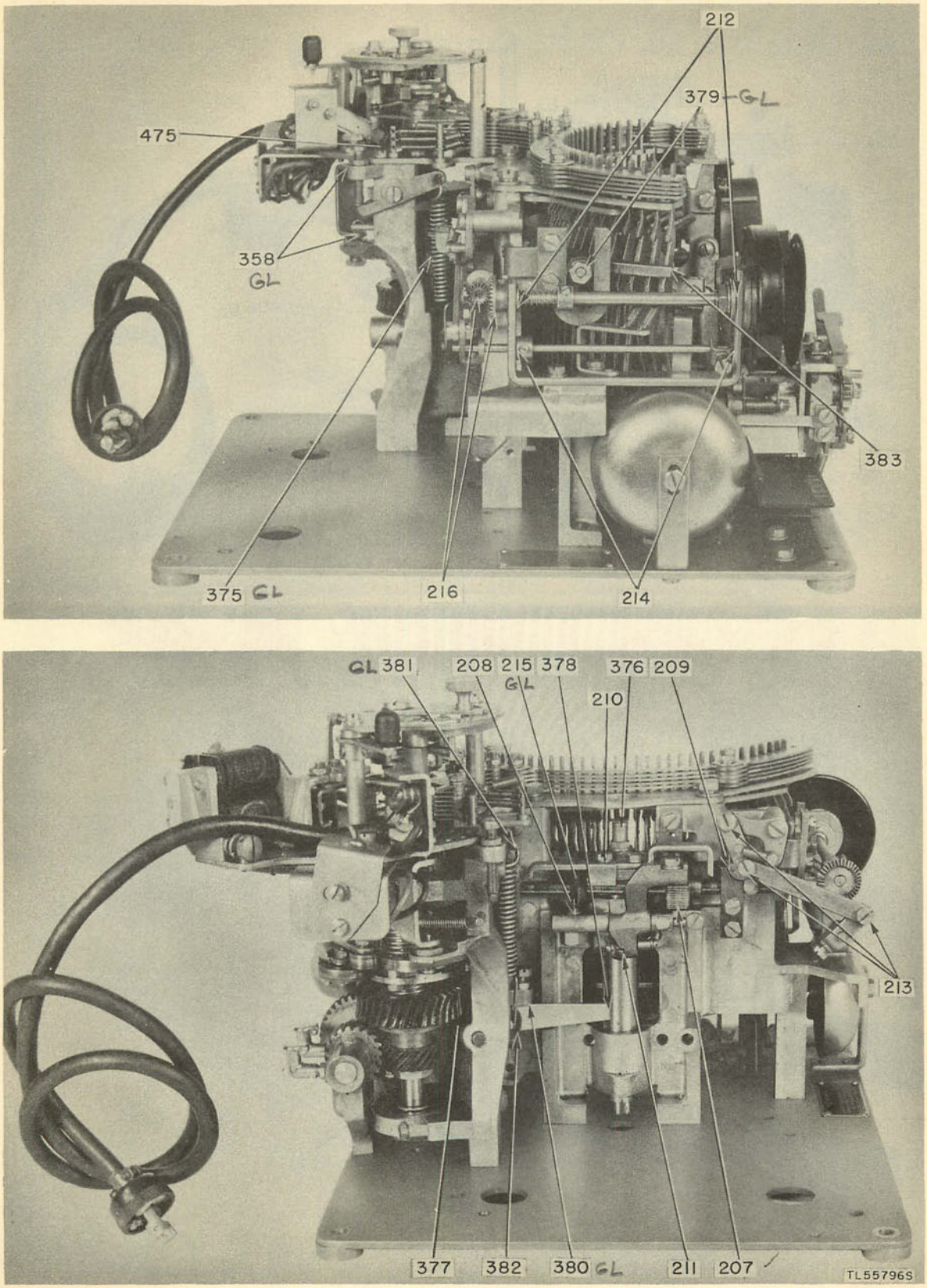


Figure 39. Lubrication points, right side and back of type-basket assembly.

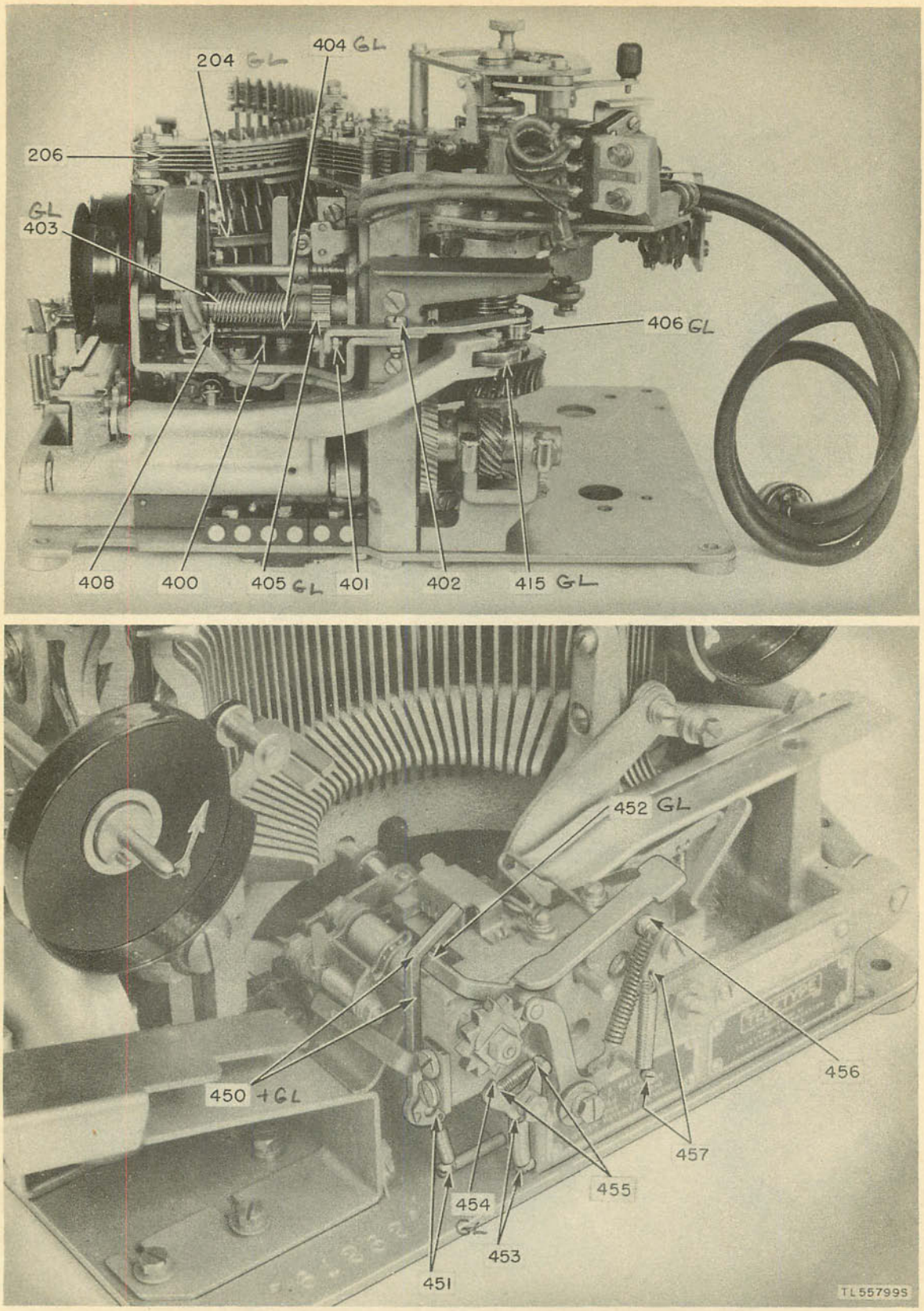


Figure 40. Lubrication points, backspace and tape feed-out mechanism.

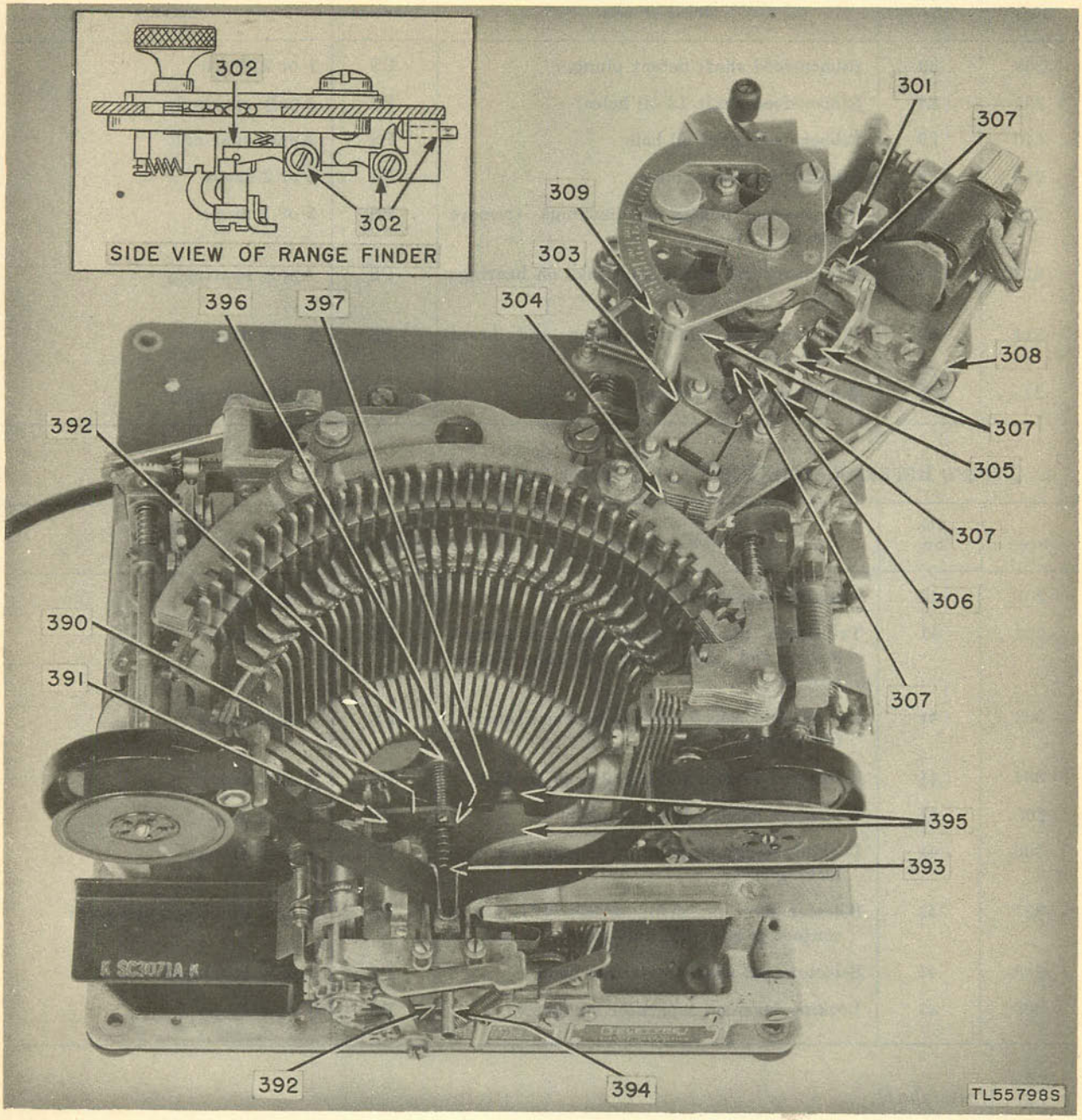


Figure 41. Lubrication points, selector and platen mechanisms.

d. TYPE-BASKET ASSEMBLY—*Continued.*

Item	Fig. No.	Name of part	Lubricant	Method and quantity
208	39	Ribbon-feed shaft detent plunger	PS	1 or 2 drops
209	39	Ribbon-feed shaft (2 oil holes)	PS	Apply sparingly
210	39	Ribbon-feed lever oil hole	PS	Apply sparingly
211	39	Ribbon-feed lever roller	PS	1 or 2 drops
212	39	Ribbon-spool shafts on bushings (remove spools) (2).	PS	2 or 3 drops
213	39	Ribbon-reverse pawls and links on bearings (4).	PS	Apply sparingly
214	39	Ribbon-reverse shafts, upper and lower bearings.	PS	1 or 2 drops
215	39	Ribbon-feed shaft detent	GL	Apply sparingly

e. TYPING REPERFORATOR UNIT. (1) *Selector assembly.*

Item	Fig. No.	Name of part	Lubricant	Method and quantity
301	41	Armature bearings (2)	PS	1 or 2 drops
302	41	Trip-latch plunger, trip latch, bell-crank lever, and stop lever of range-finder assembly.	PS	1 or 2 drops
303	41	Swords and selector levers between separating plates.	PS	1 or 2 drops
304	41	Selector T-levers, small points of contact	PS	1 or 2 drops
305	41	Armature locking lever at pivot	PS	1 or 2 drops
306	41	Locking wedge at point of engagement with locking lever.	PS	1 or 2 drops
307	41	Selector arm on pivot screws (2), sword contact points (2), and detent.	PS	1 or 2 drops on each point
308	41	Selector-arm operating-screw head	PS	Apply sparingly
309	41	Locking lever on separator surface	PS	1 or 2 drops

(2) *Main shaft.*

Item	Fig. No.	Name of part	Lubricant	Method and quantity
351	42	Main shaft	PS	Remove range scale near mounting screw, swing scale out of the way. Remove the retaining disk. Fill the shaft. Replace retaining disk. Replace range scale and its rear screw.

(2) *Main shaft—Continued.*

Item	Fig. No.	Name of part	Lubricant	Method and quantity
352	42	Locking-lever cam, felt washer on selector-cam assembly.	PS	1 or 2 drops
353	42	Selector-cam sleeve on each cam peak	PS	1 or 2 drops
354	42	Selector-cam friction washers	PS	Saturate
355	42	Main cam friction disk	PS	Saturate
356	42	Main-shaft upper ball bearing	GL,PS	Apply 1 or 2 drops of PS, turn shaft; apply thin coat of GL; turn shaft a few turns; apply 1 or 2 drops of PS
357	42	Main-shaft lower ball bearing	GL,PS	Same as above
358	39	Clutch throw-out lever at ends of lever and at pivots.	GL	Apply sparingly
359	42	Clutch sliding member	PS	Oil freely
360	42	Spring which compresses friction washers of selector-cam assembly.	PS	Apply sparingly to coils (oil will flow between prongs of nut on main shaft and friction disk which engages this nut).
361	42	Main-shaft gear	GL	Apply sparingly
362	42	Main-bail cam	GL	Apply sparingly
363	42	Punch-arm cam	GL	Apply sparingly
364	42	Main-shaft clutch spring	PS	Apply sparingly
365	42	Spring which compresses friction washers of cam unit.	PS	Apply sparingly
366	42	Keyboard spiral gear	PS	Apply sparingly

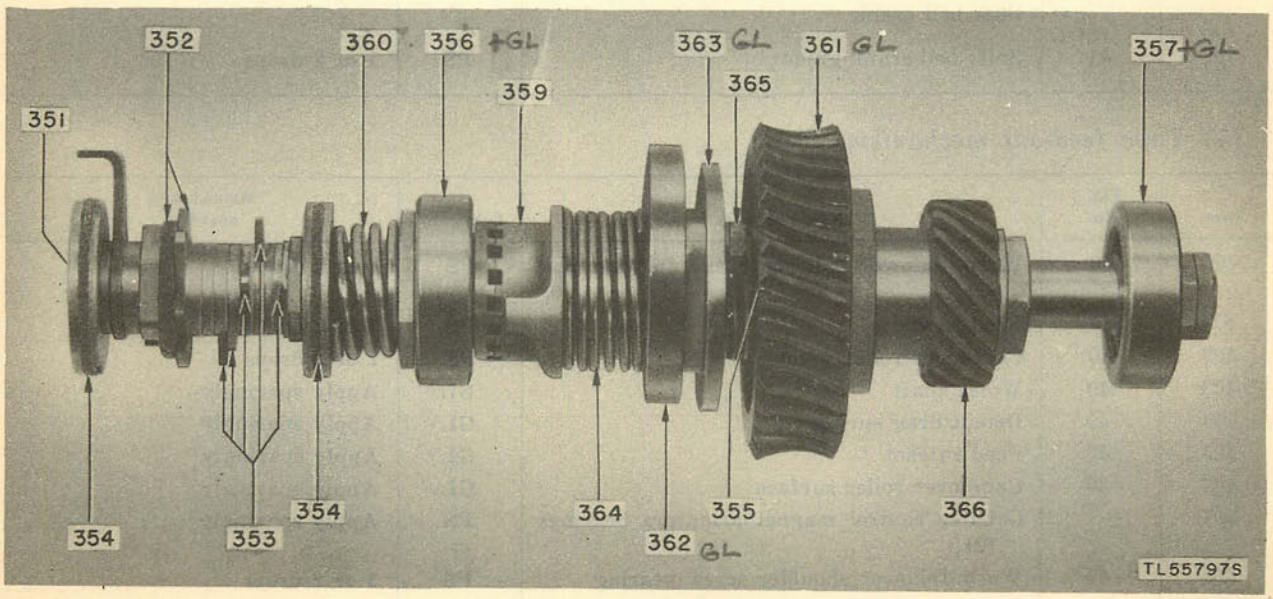


Figure 42. Lubrication points of main shaft.

(3) *Main bail.*

Item	Fig. No.	Name of part	Lubricant	Method and quantity
375	39	Main-bail roller	GL	Apply sparingly
376	39	Main-bail plunger	PS	Fill oil cup and saturate wick
377	39	Main-bail lever oil cup just above terminal block.	PS	Fill cup
378	39	End of lever in main-bail plunger	PS	Apply sparingly
379	39	Main-bail guide and groove on main bail	GL	Apply sparingly
380	39	Main-bail adjusting screw	GL	Apply sparingly
381	39	Main-bail spring anchor	GL	Apply sparingly
382	39	Main-bail lever spring post	PS	Saturate washers
383	39	Groove in main bail	PS	Fill

(4) *Platen mechanism.*

Item	Fig. No.	Name of part	Lubricant	Method and quantity
390	41	Shift rocker fork	PS	1 or 2 drops
391	41	Shift rocker and shift rocker lever pivot bearings (2).	PS	Apply sparingly
392	41	Platen-shaft bearings (2)	PS	1 or 2 drops
393	41	Platen-block shaft bearing	PS	1 or 2 drops
394	41	Platen-guide shaft bearing	PS	1 or 2 drops
395	41	Shift lever bearings (2)	PS	1 or 2 drops
396	41	Shift lever where it comes in contact with shift bell crank	PS	1 or 2 drops
397	41	Shift bell-crank guide	PS	1 or 2 drops

(5) *Tape feed-out mechanism.*

Item	Fig. No.	Name of part	Lubricant	Method and quantity
400	40	Worm-follower bail shaft and follower bail (2).	PS	1 or 2 drops
401	40	Feed pawl	PS	1 or 2 drops
402	40	Cam-lever roller pivot	PS	1 or 2 drops
403	40	Worm shaft	GL	Apply sparingly
404	40	Detent drag spring	GL	Apply sparingly
405	40	Feed ratchet	GL	Apply sparingly
406	40	Cam-lever roller surface	GL	Apply sparingly
407		Counter control magnet armature bearings (2).	PS	Apply sparingly
408	40	Worm-follower shoulder screw bearing	PS	1 or 2 drops
409		Tape-out magnet armature lever bearing	PS	1 or 2 drops

(6) *Mechanical end-of-line indicator mechanism.*

Item	Fig. No.	Name of part	Lubricant	Method and quantity
440	40	Worm shaft and release bail - 2 bearings each (see item 400).	PS	1 or 2 drops
441	40	Feed pawl (see item 401)	PS	1 or 2 drops
442	40	Cam-lever roller pivot (see item 402)	PS	1 or 2 drops
443	40	Worm shaft (see item 403)	GL	Apply sparingly
444	40	Detent drag spring (see item 404)	GL	Apply sparingly
445	40	Feed ratchet (see item 405)	GL	Apply sparingly
446	40	Cam-lever roller surface (see item 406)	GL	Apply sparingly

(7) *Reperforating mechanism.*

Item	Fig. No.	Name of part	Lubricant	Method and quantity
415	40	Punch-arm casting roller	GL	Apply sparingly
416	43	Punch-arm casting bearings in oil holes (2).	PS	Apply sparingly
417	43	Punch-bail adjusting-link bearings (2).	PS	Apply sparingly
418	43	Punch-bail pilot-screw bearings (2)	PS	Apply sparingly
419	43	Punch-bar bell-crank bearings and at slot in punch bars.	PS	1 or 2 drops
420	43	Vertical-lever bell-crank bearings and at points of contact with punch-bar bell cranks	OE	1 or 2 drops at each point.
421	43	Vertical-lever lower guide comb slots	PS	1 or 2 drops
422	43	Vertical-lever pivot screw	PS	1 or 2 drops
423	43	Vertical-lever upper guide comb slots	PS	1 or 2 drops
424	43	Code-bar bell cranks at bearing and point of contact with vertical levers and code-bar locking lever (3)	PS	1 or 2 drops
425	43	Punch bars at punch-bail guide comb	PS	1 or 2 drops
426	43	Feed-pawl bearing	PS	1 or 2 drops
427	43	Feed-roll bearing, 2 places	PS	1 or 2 drops
428	43	Feed-roll detent bearing and roller	PS	1 or 2 drops
429	43	Star wheel	GL	Apply sparingly
430	43	Tape-tension lever bearings (2)	PS	Apply sparingly
450	40	Feed-pawl pivot point	PS,GL	Apply oil sparingly; apply grease sparingly to surfaces which contact feed roll and backspace lever
451	40	Feed-pawl spring at spring post and eye in feed hole.	PS	Apply sparingly

(7) *Reperforating mechanism—Continued.*

Item	Fig. No.	Name of part	Lubricant	Method and quantity
452	40	Backspace lever pivot point on surface which contacts feed pawl.	GL	Apply sparingly
453	40	Backspace lever spring at spring post and eye in lever.	PS	2 or 3 drops
454	40	Backspace feed pawl, pivot point which engages star wheel.	GL	Apply sparingly
455	40	Backspace feed-pawl spring, at both spring posts.	PS	Apply sparingly
456	40	Ribbon-lift lever, pivot point	PS	Apply sparingly
457	40	Ribbon-lift lever spring at spring post and eye in lever.	PS	1 or 2 drops
475	39	Clutch-lever contact mechanism (FPR21 only) on surface of the insulator of the contact spring against which the clutch throw-out lever bears and to the corresponding surface of the clutch throw-out lever.	GL	Apply sparingly.

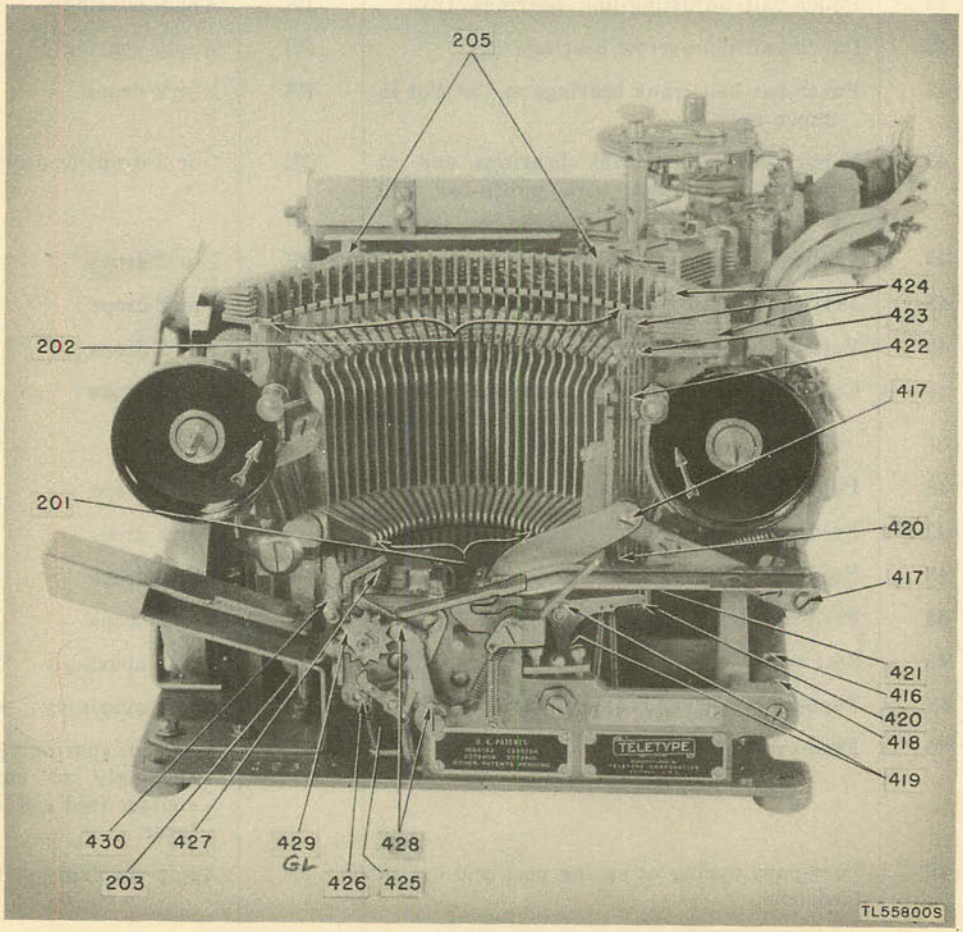


Figure 43. Lubrication points, punch assembly.

f. MOTOR-UNIT BEARINGS. (1) The motor bearings are packed with grease before the motor leaves the factory and under ordinary operating conditions need no additional lubrication until the first lubrication of the equipment. At the regular lubricating intervals check for sufficient lubrication. One or two strokes of the plunger of the gun should apply sufficient grease to each bearing.

(2) To lubricate, press the nozzle of the gun against the ball oiler pressure fitting and force the grease into the hole by pushing on the plunger of the gun. Take care that the bearings are not overloaded. Overloading will result in the grease oozing out of the end castings and being thrown on other parts of the mechanism. After lubricating, run the motor for a few minutes and then wipe off any excess grease that has been forced out of the ends of the castings. Each time that the gun is used for lubricating a motor bearing, first depress the plunger slightly to make sure that grease is delivered.

Section VIII. MOISTUREPROOFING AND FUNGIPROOFING

55. General

a. When equipment is operated in highly humid climates, excessive failure of parts and decreased operating efficiency are usually caused by the accumulated effects of moisture, rather than by inferior parts. Rapid temperature changes accompanied by fog, rain, dew, or high humidity promote such failures.

b. The effects of moisture on resistors, capacitors, coils, and chokes can be recognized in the form of corrosion, low-insulation resistance, flash-overs, and cross-fire. Moisture also accelerates fungus growth which increases these effects.

56. Reducing Failures

a. A moistureproofing and fungiproofing treatment has been devised which, if properly applied, provides a reasonable degree of protection. The treatment consists of applying a film of moisture- and fungi-resistant varnish to all susceptible parts of the equipment. This film provides a nonwetting surface. Equipments which have been treated have been marked with the letters MFP and the date of treatment. Equipments not marked should be examined, and if treatment has not been applied, the equipment should be returned to third or higher echelon maintenance units for treatment.

b. TB SIG 13, Moistureproofing and Fungiproofing Signal Corps Equipment, contains a detailed description of this treatment.

c. Re-treatment may be required after a period of use. Need for this re-treatment is indicated by excessive failures or by the effects listed in paragraph 55*b*.

Note. This equipment is to be given moisture- and fungi-resistant treatment only when it is returned to a rear echelon for other repairs and should be treated by trained teletypewriter repairmen. Since proper operation is dependent upon correct adjustment of the machine, it is essential that these adjustments are not impaired during the treatment.

57. Treating Typing Reperforators

a. PREPARATION. Make all repairs and adjustments necessary for proper operation of the equipment.

b. DISASSEMBLY. When disassembling equipment, do not interchange the components from one machine to another.

(1) Remove typing reperforator cover. (Cover not to be treated.)

(2) Remove four screws holding typing unit to keyboard base and separate from base.

(3) Remove cover over slip-connection block and cover over transmitting contacts on keyboard base. (Covers not to be treated.)

(4) Remove cover from over motor switch, held in place by two screws, to expose break key. (Cover not to be treated.)

(5) Remove shells from red and black plugs of reperforator signal cords held in place by one screw. (Shells not to be treated.)

(6) Lift typing reperforator and set on rear edge.

(7) Remove four screw bushings (for shock

mounts) from bottom of typing reperforator base and remove base plate. (Base plate not to be treated.)

c. CLEANING. Clean all dirt, dust, rust, and fungus from the equipment to be processed. Clean all oil and grease from the surfaces to be varnished.

(1) When the wiring is in good electrical condition but covered with an oil film too heavy to be removed, do not apply coating material to the wiring. If possible, replace the wiring.

(2) When wiring that is faulty or oil-soaked is replaced, treat the new wiring with coating material if the wire has not been treated with a fungicidal lacquer during manufacture.

Caution: Unless cleaning is done very carefully and thoroughly, the effectiveness of the moistureproofing and fungiproofing operation will be impaired.

d. MASKING. No masking of the equipment is required.

e. DRYING. Place equipment in oven or under heat lamps and dry for 2 or 3 hours at a tem perature of 160°F.

f. VARNISHING. (1) Use a brush to apply three coats of moistureproofing and fungiproofing varnish (Lacquer, Fungus-resistant, Signal Corps stock No. 6G1005.3, or equal). Allow each coat to air-dry 15 to 20 minutes at the temperature specified (subpar. *e* above) before applying the next coat.

(2) Apply varnish immediately after the equipment is dried. If varnish is not applied immediately, moisture condenses on the equipment. Varnish applied over moisture peels off readily after the varnish has dried.

(3) Apply the varnish by brush to all soldered connections, screw insulation, resistors, capacitors, magnet coils, retardation coil, and all wiring and wiring harness insulation which is free from an oil film.

Caution: Do Not Allow Coating Material To Get On The Electrical Contacts, Commutator Segments, Magnet Pole Faces, Magnet Armature, Or Other Parts With Critical Electrical Or Mechanical Requirements.

g. REASSEMBLY. (1) Reassemble the equipment and test its operation.

(2) Make a complete operational check of the equipment and lubricate if necessary to be sure it is in good operating condition.

(3) If the unit does not operate after reassembly, check the electrical connections for presence of varnish coating. Varnish coating on electrical connections acts as an insulating material. Recheck the reassembly operation; component parts may have been improperly replaced or power leads connected to the wrong terminals.

h. MARKING. Mark the letters MFP and the date of treatment near the motor on the base of the typing reperforator.

Example: MFP—6 Oct 45.

58. Treating Equipment After Repairs

If the coating of protective varnish has been puntured or broken during repair and if complete treatment is not needed to reseal the equipment, brush-coat the affected part. Be sure the break is completely sealed.

1

PART FOUR

AUXILIARY EQUIPMENT

Section IX. 1A TAPE SPLICER

59. Description

The 1A tape splicer is used to join pieces of chadless message tape to provide a continuous tape for transmission from the transmitter distributor. When the splicer is installed on the top of the typing reperforator (fig. 44), a spring clip at the left of the tape splicer holds the end of the message tape which is in the transmitter distributor, and a coil spring holder holds the ends of message tapes which are to be spliced to the tape in transmitter distributor.

60. Operation

Because splicing is accomplished by pushing three rows of partial perforations (chad lids) in one piece of tape through openings in another piece of tape, the end of the tape to be spliced must be perforated with at least three LETTERS signals. It is important that an opening be provided for each lid in order to avoid errors in transmission and to prevent jamming of the splice in the transmitter. The tapes to be spliced should have square ends.

61. Preventive Maintenance

Little preventive maintenance is required for the tape splicer. Keep the splicer clean and tighten loose screws, bolts, etc., which may be found during a routine preventive maintenance inspection on the typing reperforator.

62. References

For further information on the 1A tape splicer refer to TM 11–2210 and TM 11–2211.

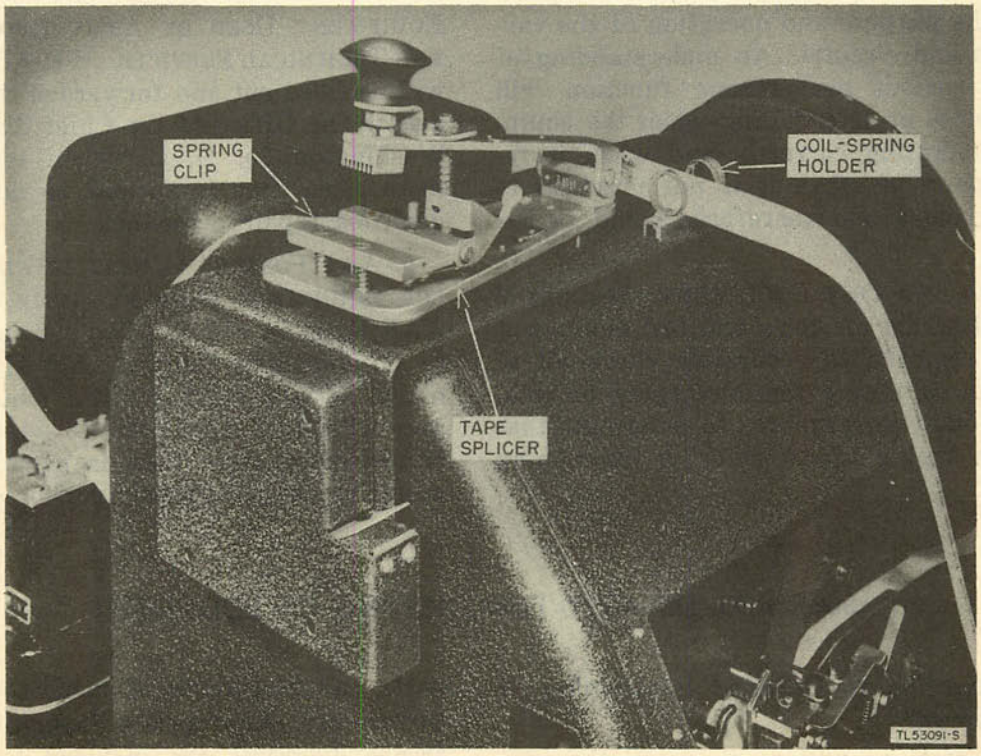


Figure 44. 1A tape splicer.

PART FIVE

REPAIR INSTRUCTIONS

Section X. GENERAL REPAIR PROCEDURE

63. Outline of Repair and Adjustment Procedure

Service failures can be kept to a minimum by careful handling of the equipment during installation, by completing preventive maintenance as specified in part three, and by thoroughly investigating and correcting all troubles which are encountered. When service faults are discovered, a definite plan of corrective maintenance procedure will reduce both the length of time the equipment is in trouble and the amount of work required to complete the repairs. An outline of the information furnished in part five for assistance in locating and correcting defects in various parts and circuits follows:

a. DETAILED FUNCTIONING OF EQUIPMENT. Section XI includes a complete detailed explanation of the purpose and operation of the various parts and circuits. An understanding of how the various mechanisms function will greatly assist in determining when the equipment is operating correctly and when it requires repairs or when it is not practical to attempt repairs and therefore should be replaced.

b. TOOLS AND TEST EQUIPMENT. Sections V and XII describe the tools and test equipment normally required to accurately check all of the clearances, spring tensions, speed of rotation, and other adjustments to determine that the entire typing reperforator is functioning properly.

c. TROUBLE LOCATING. Section XIII describes methods of isolating and locating different troubles and provides step-by-step analysis procedures in the form of trouble analysis charts.

d. REPAIR AND REPLACEMENT. Section XIV furnishes recommended procedures for the repair and replacement of those parts and units which experience the most wear.

e. REQUIREMENTS AND ADJUSTMENTS. Section XV groups in one section all of the test requirements and adjustment values required to make a complete check and adjustment of entire typing reperforator mechanism.

64. Unsatisfactory Equipment Report

a. WD AGO FORM 468 (WAR DEPARTMENT UNSATISFACTORY EQUIPMENT REPORT) FOR EQUIPMENT USED BY ARMY GROUND FORCES AND TECHNICAL SERVICES. WD AGO Form 468 will be filled out and forwarded through channels to the Office of the Chief Signal Officer, Washington 25, D. C., when trouble occurs more often than is normal, as determined by qualified repair personnel.

b. AAF FORM 54 (UNSATISFACTORY REPORT) FOR EQUIPMENT USED BY ARMY AIR FORCES. AAF Form 54 will be filled out and forwarded to Commanding General, Air Matériel Command, Wright Field, Dayton, Ohio, in accordance with AAF Regulation 15–54, when trouble occurs more often than is normal, as determined by qualified repair personnel.

Section XI. DETAILED FUNCTIONING OF EQUIPMENT

65. Introduction to Detailed Functioning of Equipment

a. This section explains in detail the purpose and functional operation of the various parts and assemblies of model 14 typing reperforators. Appropriate illustrations and reference diagrams are included to clarify the different operations which combine to change

5

the action of typing on the keyboard into particular groups of electrical impulses, also the related operations which in turn translate the electrical impulses into the message appearing on tape in both typewritten characters and code perforations. Information in this section is intended particularly to assist in setting up and following through the complete sequence of functional operation of each part or subassembly describing how each rotates or moves to accomplish a given purpose. To simplify the tracing of successive and overlapping actions and functions a number of step-by-step sequence-of-operation charts are furnished. While the information given in this section parallels in some respects the information given in the requirements and adjustment section (section XV), the purposes of the two sections differ. All the test and adjustment procedures involved in repairing typing reperforators have been grouped together in the requirements and adjustments section for ready reference when repairing equipment. No testing or adjusting data is furnished in this detailed functioning of equipment section, its purpose being to describe the function of each part or subassembly of the equipment.

b. The information furnished in the individual paragraphs of this section applies, generally, to all typing reperforators in normal operating condition and with necessary power supplies and signal circuits connected. Information is not furnished on all the possible modifications and optional features which might be encountered when typing reperforators are connected with teletypewriter equipment used by foreign nations.

c. When information is required on the basic features of the start-stop five-unit teletypewriter code, including the fundamental plan of synchronism on which satisfactory operation of teletypewriter systems depends, refer to the applicable paragraphs in section II.

66. Detailed Functioning of Equipment References

Refer to the general index in this manual for references to individual parts; the function of each part or subassembly is listed either by name or under that larger assembly or unit which bears the closest physical relationship.

67. Basic Principles of Operation

a. FIVE-UNIT START-STOP TELETYPEWRITER CODE. Refer to paragraphs 15 and 16 for illustrations and explanation of the various combinations of impulses transmitted from the keyboard base and received by the typing reperforator unit.

b. SYNCHRONISM. Refer to paragraph 18 for discussion of the relationship between the speed of the motors, gears used, and the start-stop features of the teletypewriter code, all of which must be coordinated before the receiving mechanism and transmitting mechanism will operate in unison, thus insuring that the impulses will be received and translated correctly. The detailed descriptions and operation of the selector-cam sleeve given in paragraph 70 include an explanation of the part played by the design of the selector-cam sleeve in synchronizing the receiving mechanism to the incoming code impulses.

68. Motor Unit

a. DESCRIPTION AND PURPOSE. (1) The motor unit includes a motor, a filter for radio-interference suppression, external resistors (if required), a governor adjusting bracket, and in some cases a lamp for illuminating the governor (governed series motors only), all mounted on a metal base.

(2) The purpose of the motor unit is to supply mechanical power, through the rotation of the main shaft, to the various power-driven parts of the keyboard base (sending mechanism) and typing reperforator unit (receiving and printing mechanisms) and to control the speed at which the parts will move.

b. OPERATION. The synchronous motor will operate continuously at its rated speed as long as the necessary power supply of 105 to 125 volts ac is connected to it. The governed series motor will operate continuously at 1,800 rpm as long as either ac or dc of 105 to 125 volts is connected to it. The use of a tuning fork with the target on the rim of the governor to test the speed of the motor is discussed in paragraph 29. After it has been determined by test that the governed series motor is running either too slow or too fast, the speed-adjusting wheel on the governor is turned until the desired speed is secured.

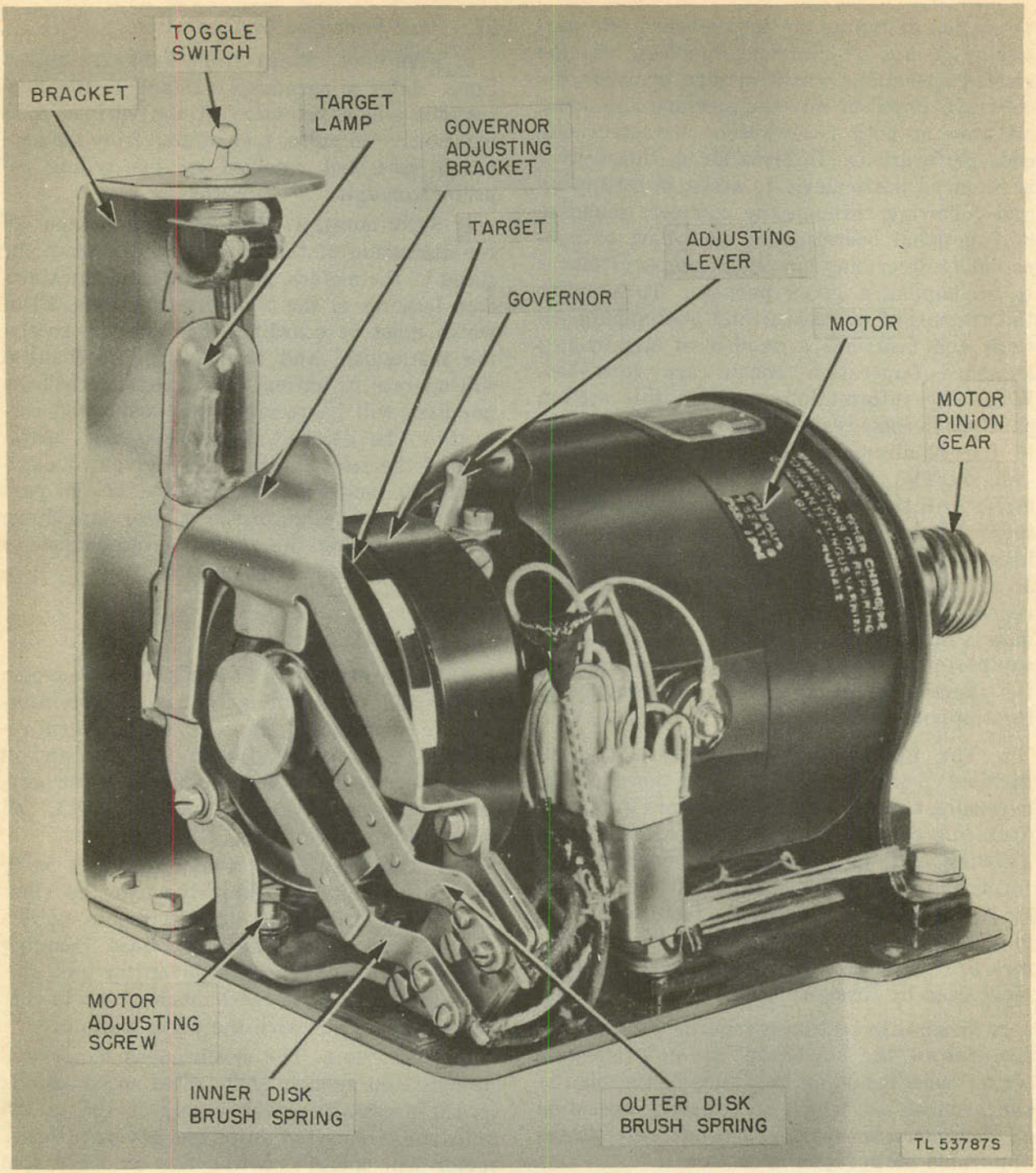


Figure 45. Motor unit.

69. Governor

a. DESCRIPTION AND PURPOSE. (1) The governor (fig. 47) is attached to the end of the motor shaft, opposite the end which mounts the pinion. It resembles the flywheel of an ordinary motor. The governor contact arm (fig. 47) consists of a bent strip of metal with a contact mounted on one end and fastened by a flat spring at the other end. A speed-adjusting wheel extends through the governor cover

and is turned by means of the governor adjusting bracket and speed-adjusting lever. A target of alternate black and white spots is painted around the outer rim of the governor and is used with a speed indicator (tuning fork) to check the motor speed visually. When viewed through the shutters of the speed indicator, the spots on the target should appear stationary.

(2) The governor and an associated resistor connected across the governor contacts control the speed of the motor.

b. OPERATION. (1) The contact-arm spring holds the contact against the companion contact until the centrifugal force of the contact arm overcomes the tension of the spring. When the contacts open, a resistance is connected into the motor circuit (fig. 46) increasing its resistance, thereby reducing the current and the speed of the motor. The closing ond opening of the contacts keeps the motor speed constant to the value of the tension at which the spring is set. Figure 46 is a schematic diagram of a typical governed series motor circuit. When the contacts are closed the circuit may be traced from terminal 13 through the armature, through the motor winding, through the contacts, through the choke coil, and to terminal 15. When the contacts are open the circuit is from terminal 13 through the armature and motor winding, through the 250-ohm resistor, and to terminal 15.

(2) When the governor contacts are closed the resistor is short-circuited and the full external voltage supply is applied to the motor windings; this results in an increase in the motor speed.

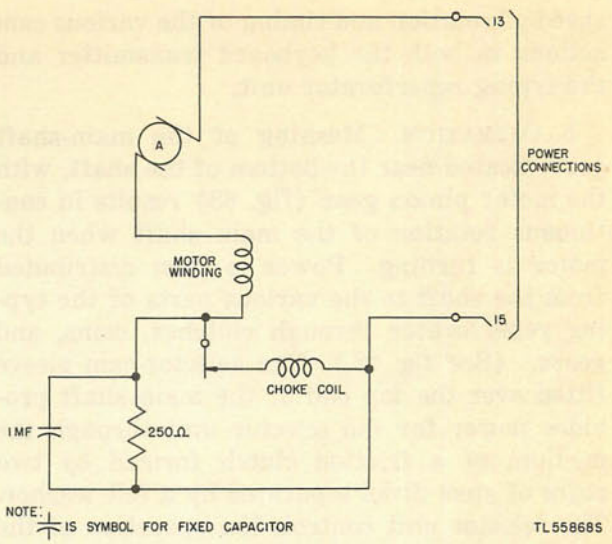


Figure 46. Schematic diagram of motor circuit.

(3) The speed at which the governor contacts open and close is controlled by the degree of tension in the contact-arm spring. The speed of the motor is regulated by turning the speed-adjusting wheel, to which the contact-arm spring is rastened, in a direction which will increase or decrease the tension of the spring.

70. Main-Shaft Assembly

a. DESCRIPTION AND PURPOSE. The main-shaft assembly mounted in a vertical position below the range finder is an assembly of gears, bearings, cams, and clutches arranged to distribute power from the motor to the mechanically-operated parts of the typing reperforator. The complete assembly determines the

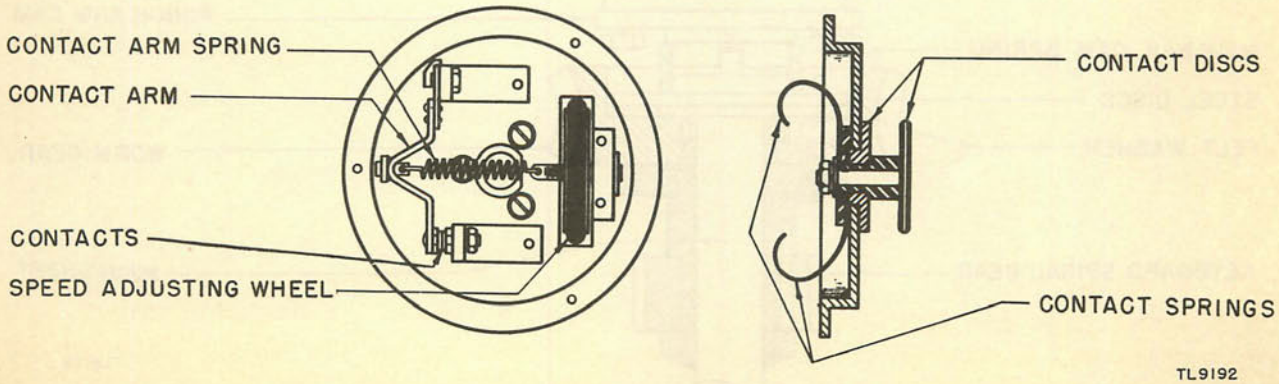


Figure 47. View of governor.

speed of rotation and timing of the various cam actions in both the keyboard transmitter and the typing reperforator unit.

b. OPERATION. Meshing of the main-shaft gear, located near the bottom of the shaft, with the motor pinion gear (fig. 63) results in continuous rotation of the main shaft when the motor is turning. Power is then distributed from the shaft to the various parts of the typing reperforator through clutches, cams, and gears. (See fig 48.) The selector-cam sleeve fitted over the top end of the main shaft provides power for the selector unit through the medium of a friction clutch formed by two pairs of steel disks separated by a felt washer. The selector unit controls the operation of the main-shaft clutch and operation of the main-shaft clutch causes the main-bail cam and the punch-arm cam to rotate with the main shaft. The main-bail cam provides power for all functions of the receiving unit except selecting, perforating, and spacing. The punch-arm cam operates the punch arm in the typing reperforator unit. When the typing reperforator is mounted on a keyboard base, power to operate the keyboard mechanism is distributed from the motor to the keyboard transmitting shaft through the transmitting-shaft driving gear located near the lower end of the main shaft.

71. Keyboard Base (Transmitting Unit)

a. DESCRIPTION AND PURPOSE. (1) The transmitting unit on the keyboard base includes the sending contacts and all the associated mechanism required to change the keylever action into a group of five marking and spacing

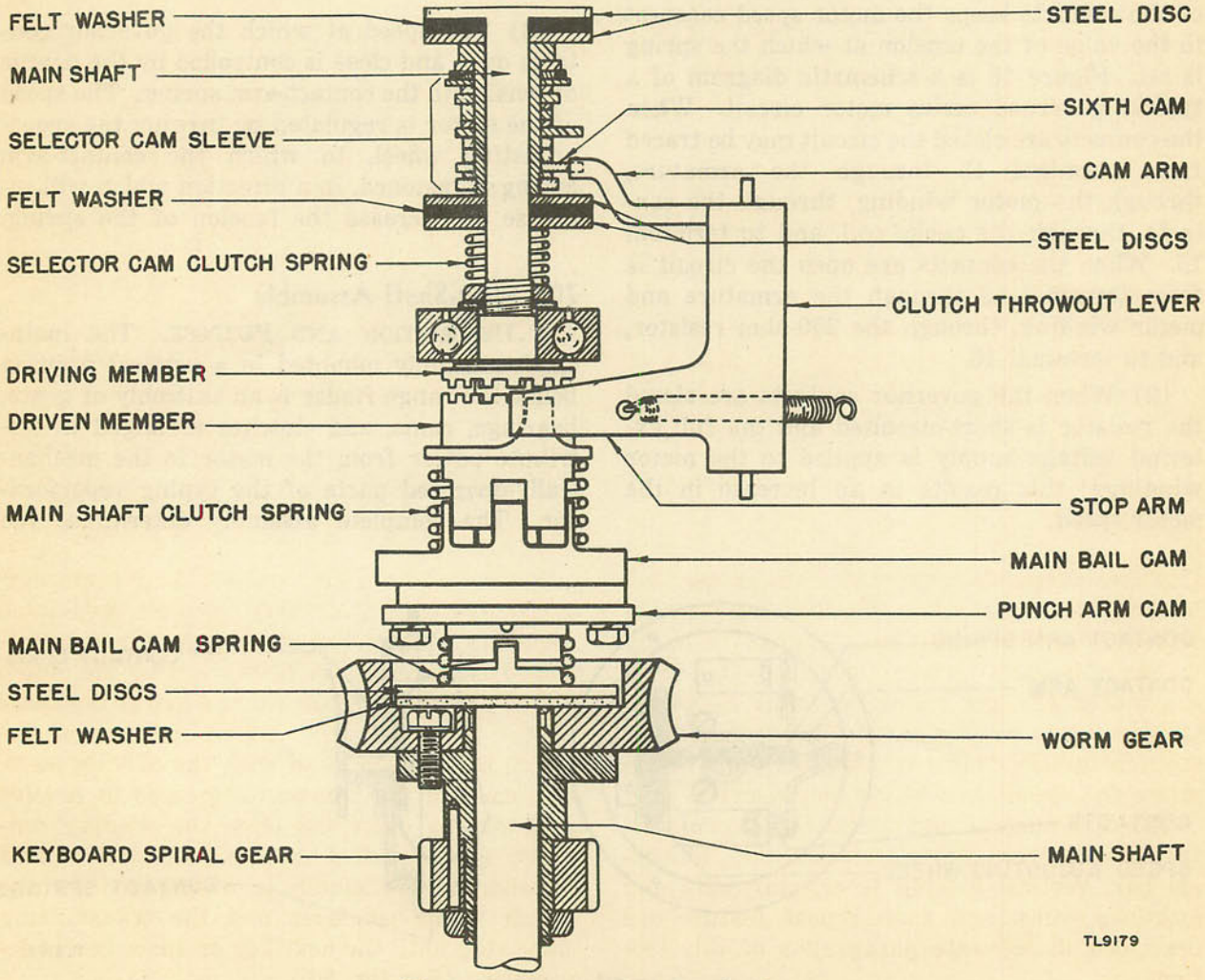


Figure 48. Cross section of main shaft.

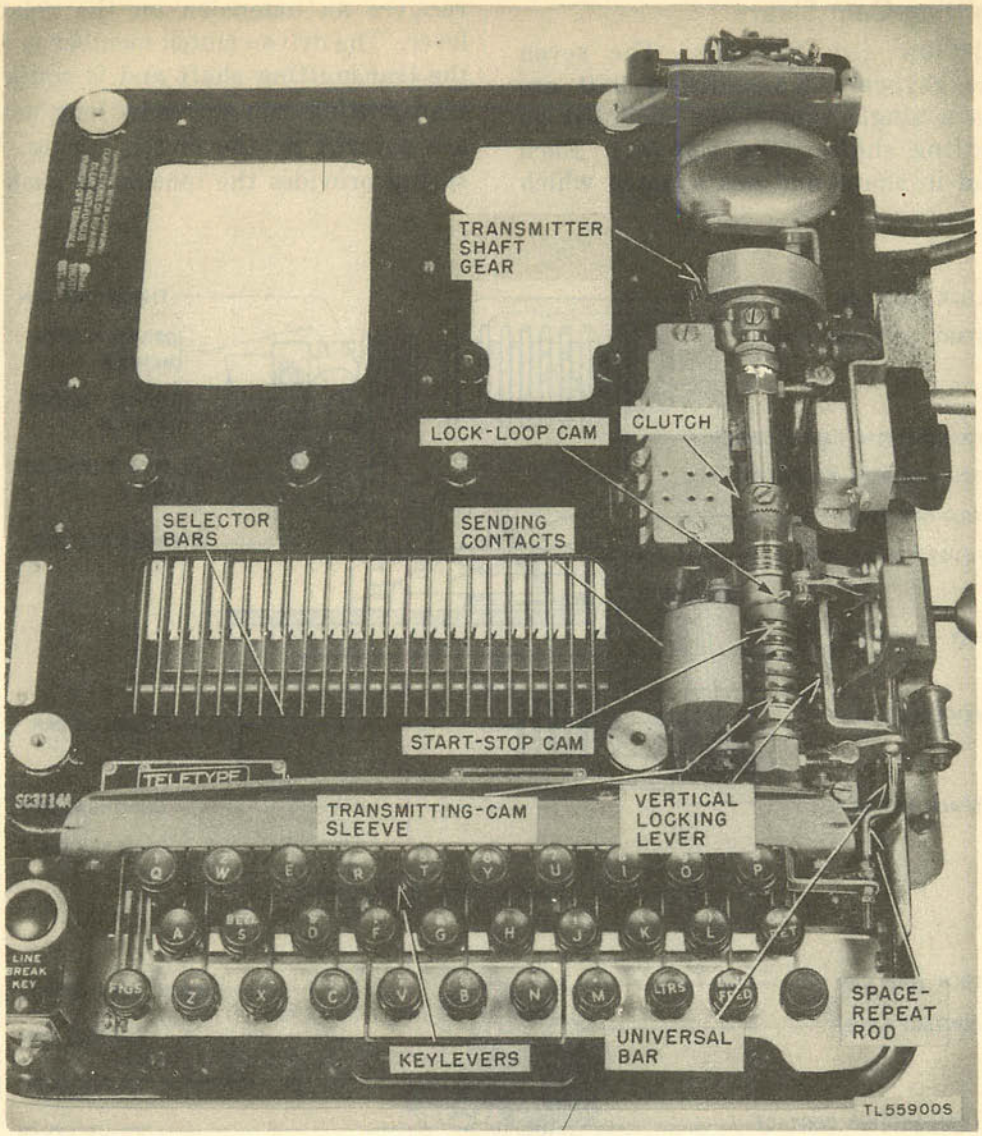


Figure 49. Keyboard base of typing reperforator.

impulses preceded by a start impulse and followed by a stop impulse. Through the meshing of the transmitter-shaft gear (fig. 49) with the transmitter-shaft driving gear on the main shaft (fig. 48), the motor furnishes the power to operate the moving parts of the transmitting mechanism (keyboard transmitter) and determines the speed with which they operate.

(2) The purpose and operating action of the transmitting-cam sleeve, selector bars, universal bar, vertical locking lever, start-stop and lock-loop cams, and space-repeat feature are described in separate paragraphs of this section.

b. OPERATION. The transmitting cams normally are held stationary because the clutch members (driven and driving) on the transmitting driving shaft are held apart by the clutch throw-out lever. When either a key or the space bar is depressed, the driven member of the clutch moves into mesh with the driving member, causing the transmitting cams to revolve and thereby open and close the sending contacts. At the end of the revolution, the driven member of the clutch is disengaged by the clutch throw-out lever and the transmitting cams stop until the next key or space bar is depressed. (See fig. 50.)

72. Transmitting-Cam Sleeve

a. DESCRIPTION AND PURPOSE. The seven cams in the keyboard transmitting unit are arranged as a single cam sleeve mounted on the transmitting shaft. (See fig. 50.) Each cam is round in shape and has a notch which receives an extension on the related contact lever. The driven clutch member is slipped over the transmitting shaft and is connected to the transmitting-cam sleeve by long notches which are covered by the clutch spring. The clutch spring provides the tension to push the driven

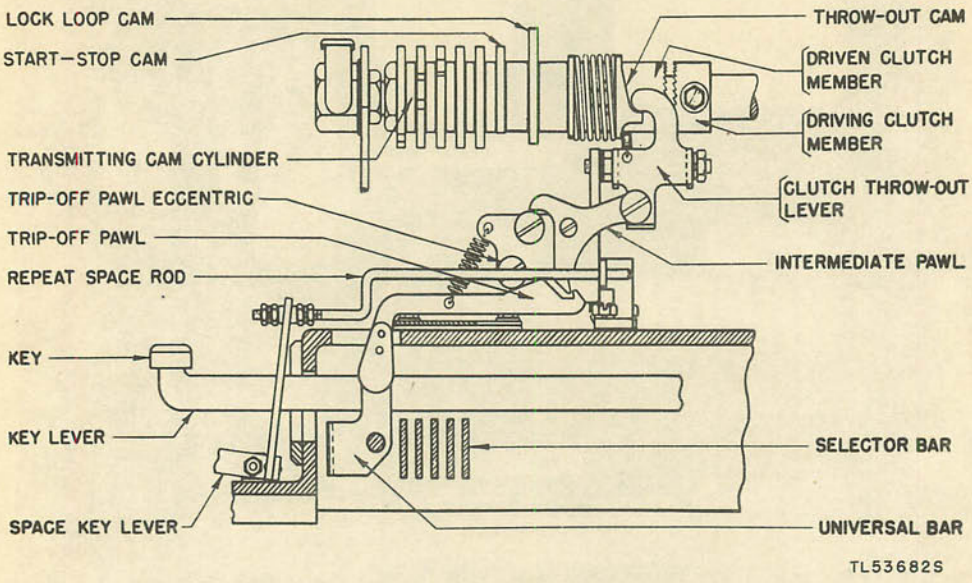


Figure 50. Cross-section of keyboard.

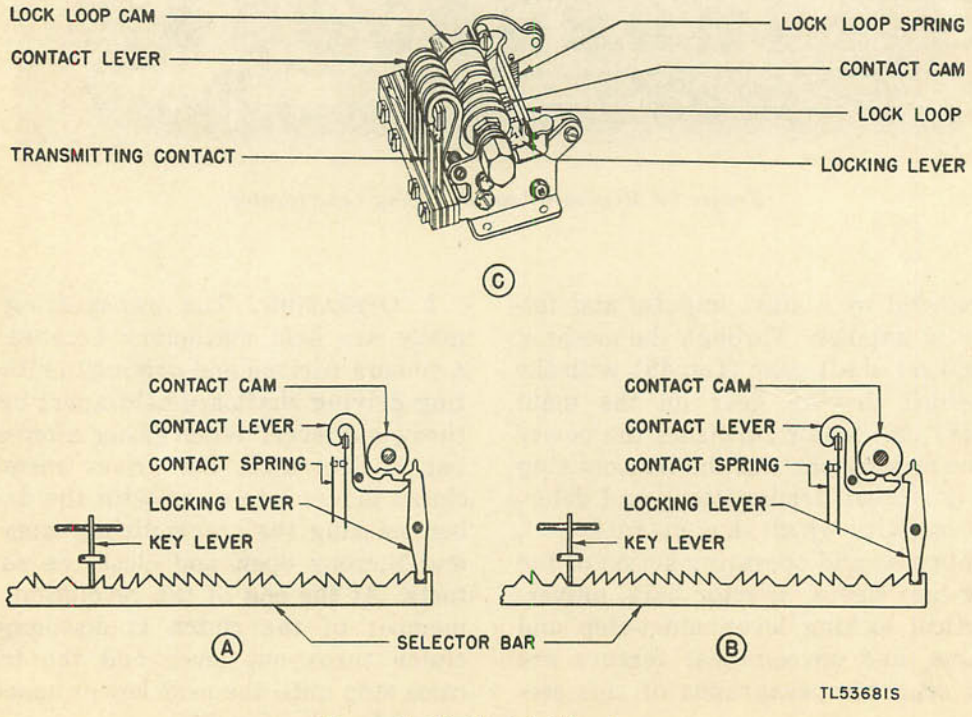


Figure 51. Vertical locking lever.

clutch into engagement with the driving clutch when the clutch throw-out lever is riding on the high part of the throw-out cam. When engaged, the driving clutch member furnishes the necessary power to revolve the transmitting cams. The design and mounting of the cams is such that the start, marking, spacing, and stop impulses transmitted by the sending contacts are of the desired length.

b. OPERATION. When the depression of a key or the space bar permits the driven clutch member to move into mesh with the driving clutch member, the transmitting-cam sleeve immediately starts to revolve. This forces the individual cams one after the other to operate the sending contact on the related contact lever.

73. Selector Bars

a. DESCRIPTION AND PURPOSE. Beneath the keylevers are five selector bars extending across the width of the keyboard. The selector bars are provided with saw-tooth notches, there being a set of notches (one in each of the five bars) for each letter or symbol. The bars are notched in such a manner that the keylever action on each notch in the set will move each bar to send a space or mark impulse setting up the five space and mark combinations required by the signaling code for each letter or symbol. The selector bars rest on rollers and are guided at each end so that they may be easily moved endwise to engage and position the vertical locking levers.

b. OPERATION. When either a key or the space bar is depressed, the key levers strike the slanting sides of the selector bar notches. The downward pressure on these saw-tooth notches moves the selectors bars either to the right or to the left depending on whether the impulses corresponding to the bars are to be spacing or marking impulses. Each selector bar engages a vertical locking lever near its right end and positions the lever to correspond with the code impulse to be transmitted.

74. Universal Bar

a. DESCRIPTION AND PURPOSE. The universal bar (figs. 49 and 50) is mounted on pivots and extends horizontally across the bottom of the keyboard unit. All keys and the space bar strike it when they are depressed. The universal bar, which is connected through the trip-off pawl to the clutch throw-out lever, controls the starting of the sending cams.

b. OPERATION. When any key or the space bar is depressed, in addition to setting the selector bars by moving them to the right or to the left as described in paragraph 73 preceding, it also causes the universal bar to rotate on its pivots in such a manner that the trip-off pawl operates the intermediate pawl which releases the clutch throw-out lever, and the sending cams (fig. 50) start turning.

75. Vertical Locking Levers

a. DESCRIPTION AND PURPOSE. Each of the five vertical locking levers is mounted with its lower end firmly engaging a recess in the right end of a selector bar. (See fig. 51.) The vertical locking lever is designed to control the movement of the contact lever, leaving the contact lever free to close its contact when a marking signal is to be sent, locking the contact lever so that it cannot close its contact when a spacing signal is to be sent.

b. OPERATION. When the selector bar moves the vertical locking lever to the right for a marking impulse, the locking lever does not interfere with the movement of the contact lever. (See fig. 51.) As the contact lever, riding on the periphery of the turning cam, moves into the cam indent the contact lever closes its contact, sending a marking impulse. When the selector bar moves the upper end of the vertical locking lever to the left for a spacing impulse, the locking lever engages the contact lever (fig. 51), preventing it from rising into the cam indent and thus holding the circuit open for that impulse. As the five transmitting cams turn, the impulses, either marking or spacing, are transmitted in succession.

76. Start-Stop Cam

a. DESCRIPTION AND PURPOSE. The start-stop cam (figs. 49 and 50), which has the same general appearance as the other starting cams, controls the sixth contact lever which opens and closes a contact to produce both the start and stop impulses.

b. OPERATION. The start-stop contact is opened at the beginning of each revolution of the cam shaft to transmit the start (spacing)

impulse and is held open during the transmission of the five selecting impulses. After the fifth selecting impulse has been transmitted, the start-stop contact is closed, sending the stop (marking) impulse to the line. The contact remains closed until a key or space bar is depressed and the transmitting cycle is started again.

77. Lock-Loop Cam

a. DESCRIPTION AND PURPOSE. The lock-loop cam (fig. 50) is slightly larger than the other cams and is located on the end of the transmitting-cam sleeve nearest the clutch. This cam and the associated lock-loop control the keyboard locking levers in such manner that no key can be operated until the previous signal has been transmitted.

b. OPERATION. When the operation of positioning the vertical locking levers has been completed and the transmitting-cam sleeve starts turning, the lock-loop cam moves the lock loop to its down position which holds the locking levers in position while the impulses are being transmitted. As the transmitting-cam sleeve completes its revolution, the lock-loop cam releases the lock loop which in turn releases the locking levers. The keys and space bar may then be operated to set up a new selection.

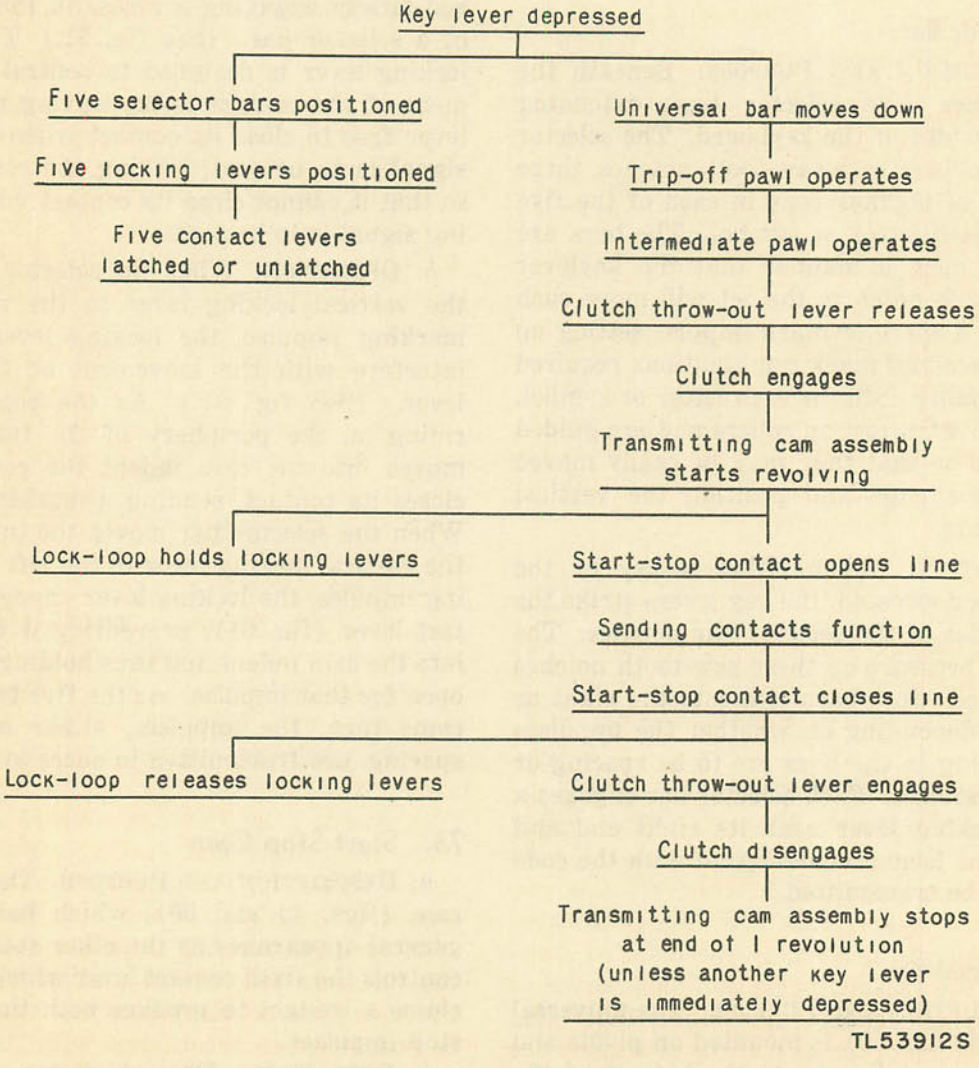


Figure 52. Sequence chart for keyboard functioning.

78. Sequence Chart for Keyboard Functioning

Figure 52 is a chart showing the sequence of operation for the parts and subassemblies of the keyboard transmitting unit as described in preceding paragraphs of this section.

79. Space Repeat.

a. DESCRIPTION AND PURPOSE. The keyboard is equipped with a space-repeat device which permits the transmission of continuous spaces as long as the space bar is depressed. The space-repeat rod is the connecting link between the space keylever and the intermediate pawl.

b. OPERATION. When the space keylever is depressed, a space-repeat rod (fig. 50) which is connected to the space keylever extension will rotate the intermediate pawl. (See fig. 50.) The intermediate pawl, in turn, will hold the clutch throw-out lever out of engagement with the throw-out cam on the clutch driven member. Thus the transmitting-cam sleeve will be permitted to revolve continuously until the space keylever is released. (For instructions on the adjustment of the space-repeat device refer to section XV.)

c. OPERATION FOR SINGLE SPACE. Normally when the space bar is depressed the space-repeat rod attached to the space keylever extension (fig. 50) actuates the intermediate pawl which in turn holds the clutch throw-out lever out of engagement with the projection on the driven clutch, and the transmitting-cam sleeve can revolve continuously until the space bar is released. When adjusted for a single space, the space bar functions in the same manner as the keylevers and must be released and again depressed for each space.

80. Typing Reperforator Unit

a. DESCRIPTION AND PURPOSE. The typing reperforator unit includes in one assembly all the mechanism required to convert code impulses into a typewritten and code-perforated message tape. In describing the detailed functioning of the various parts and subassemblies of the typing reperforator unit, individual functions which occur as a train of actions are grouped together.

b. OPERATION. The functional operations discussed in paragraphs 80 to 106 concerning the typing reperforator unit may be summarized as follows: All mechanically-operated parts of the typing reperforator unit receive their driving power from the main-shaft assembly which is directly connected through the main-shaft gear to the pinion located on the end of the motor shaft. (See fig. 53.) As long as the motor is running, power is immediately available through the various clutches, cams, and gears to move and rotate the various parts of the typing reperforator unit at the speed required to synchronize their action with the code impulses received by the selector magnet. The selector magnet through the associated selecting mechanism determines which type bar is to be thrown against the platen, causing a character or symbol to be printed, and which punch selector fingers (par. 81) will be positioned to perforate the tape.

81. Selector Unit

The typing reperforator may be equipped with either of two types of selecting mechanisms, the pulling magnet selector or the holding magnet selector. A quick way to ascertain which type of magnet selector is supplied with the typing reperforator is to check the armature of the selector. If the selector is constructed so that one end of a large spring is attached to the armature and the other end is anchored to an adjusting screw, the selector supplied is a pulling magnet selector. The holding magnet selector does not have an armature spring. The detailed functioning of each type of selector is discussed below.

a. PULLING MAGNET SELECTOR UNIT. (1) *Description and purpose.* The selector unit located on the top right side of the typing reperforator unit (figs. 53, 54, 55, and 57) consists of a selector magnet, a selector armature (with armature spring), five selector levers, five swords, five T-levers, a selector mounting plate with posts and springs, and the range-finder assembly. The selector mechanism is designed to translate the marking (current) and spacing (no-current) impulses received from the line into mechanical motion which causes the code bars on the top of the type basket to be positioned in accordance with the character or function assigned to each combination of five selecting impulses. The selector mechanism is controlled by the armature of the se-

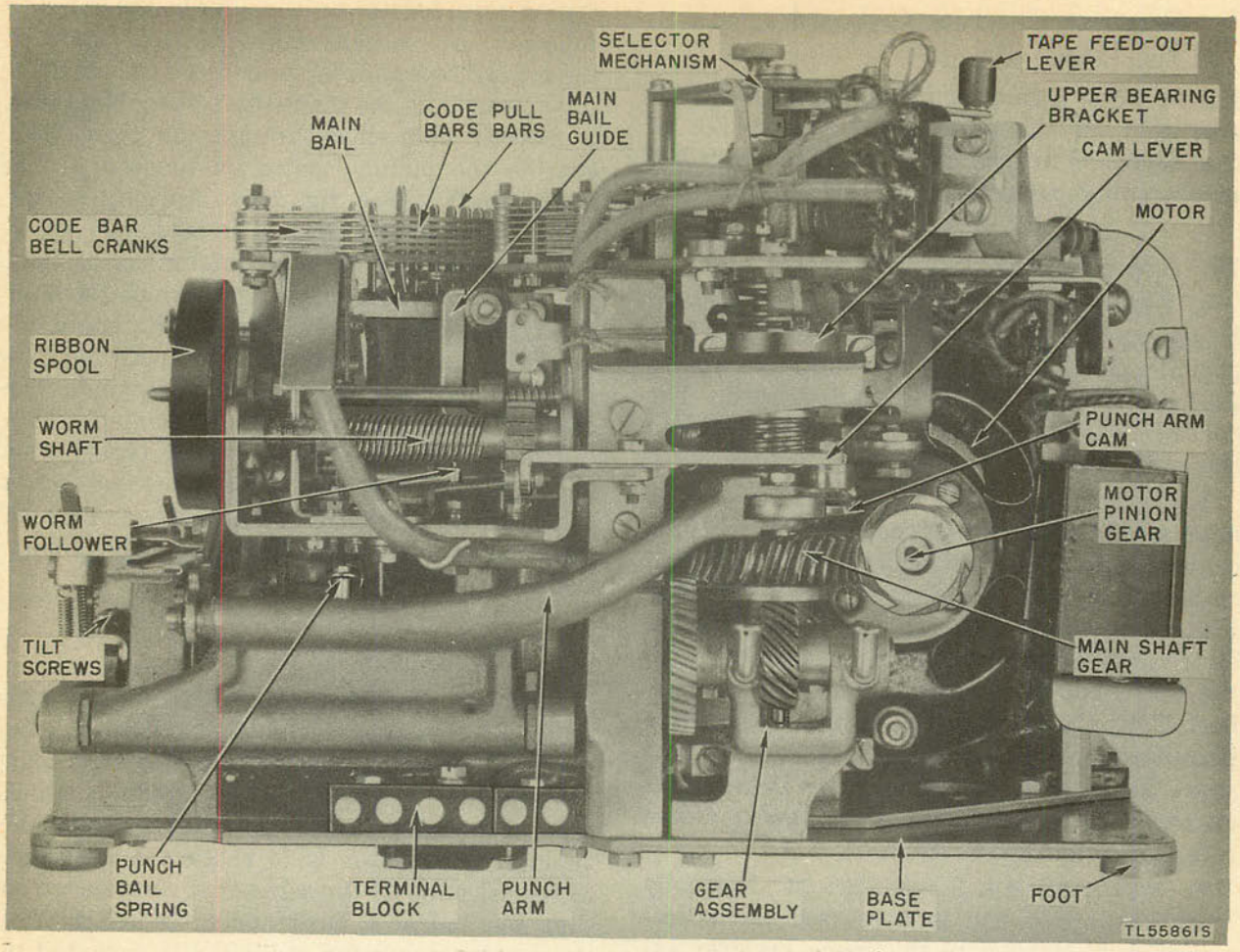


Figure 53. Side view of typing reperforator unit.

lector magnet which receives the code impulses from the line. Normally, the armature of this magnet is pulled up and the stop arm is against the stop lever which in turn is held by the trip latch. Because the stop arm which is a part of the selector-cam sleeve is engaged with the stop lever (fig. 54) the cam sleeve does not revolve.

(2) *Operation.* Each selecting cycle is preceded by a no-current or *start* impulse. When a start impulse is received the armature is released and pulled away from the magnet pole pieces by the armature spring. The armature spring causes the head of the trip-off eccentric screw to depress the trip-latch plunger (fig. 55) thereby actuating the bell crank. The bell crank pivots downward on the right end of the trip latch raising its left end. The trip latch is moved out of engagement with the stop lever which releases the stop arm, alowing the selector-cam sleeve to revolve with the main shaft. Each code bar is positioned by a selector cam through the medium of a selector lever, sword, and T-lever. (See fig. 56.)

b. HOLDING MAGNET SELECTOR UNIT. (1) *Description and purpose.* The holding magnet selector (figs. 57 and 58) is basically the same as the pulling magnet selector. The holding magnet selector, however, has its armature moved against the magnet by a cam, while the pulling magnet selector has its armature attracted to the selector magnet by magnetism.

(2) *Operation.* The translation of code impulses received from the signal line into mechanical motion is accomplished by the selector magnet, the armature, the selector arm, and the armature cam. (See fig. 58.) The armature

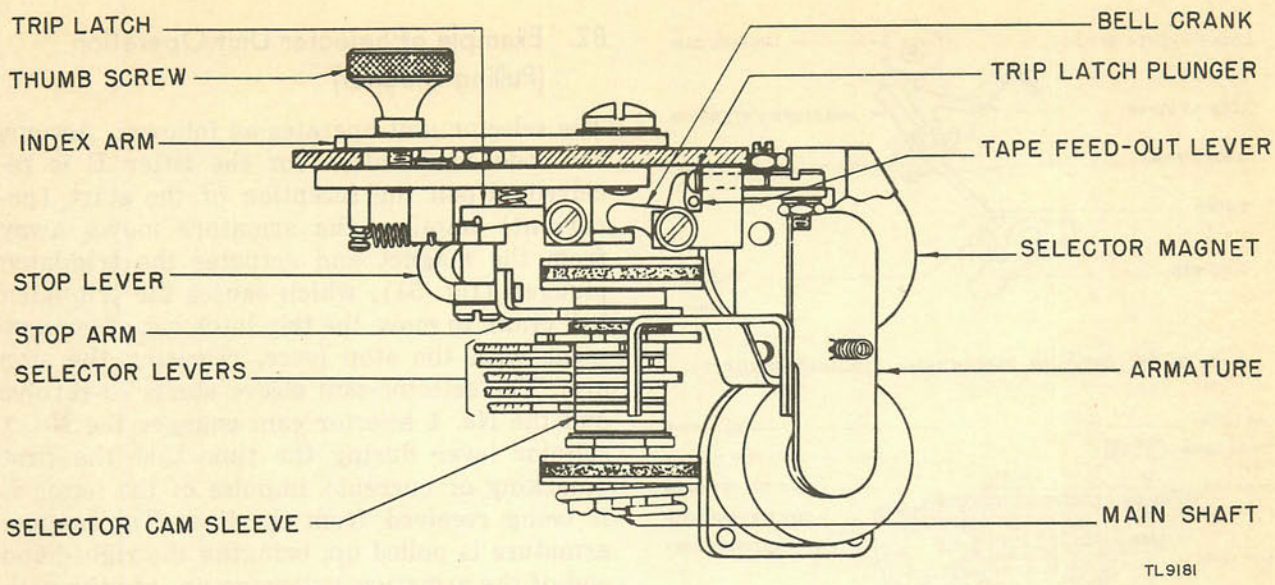


Figure 54. Selector unit (pulling magnet).

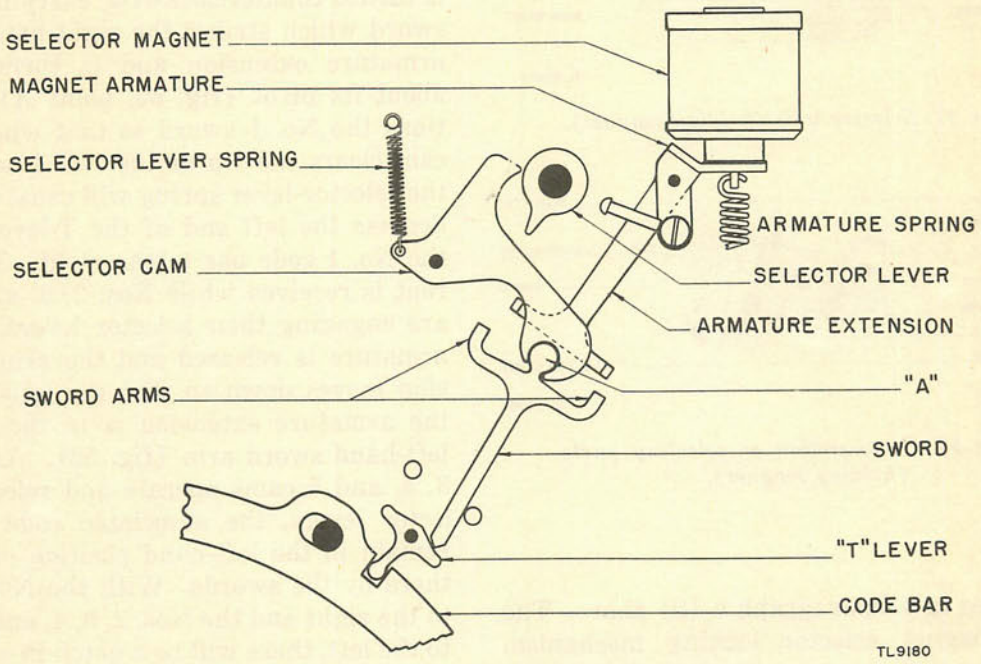


Figure 55. Cross-section of selecting parts (pulling magnet).

extension, which rides on the armature cam, moves the armature against the magnet at the time a signal-line impulse is received. If a current (marking) impulse is received, the armature will be held against the magnet; if a no-current (spacing) impulse is received, the armature will be released from the magnet. The selector arm is actuated by the armature extension because the selector-arm spring makes a yield connection between these two parts. Therefore, instead of the armature extension, the selector arm is used to position the swords on holding magnet selectors. The operation of the swords, T-levers, and code bars is the same

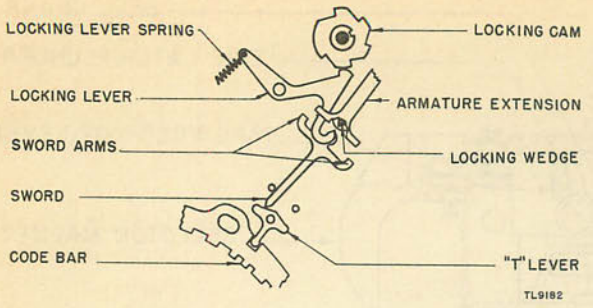


Figure 56. Locking mechanism (pulling magnet).

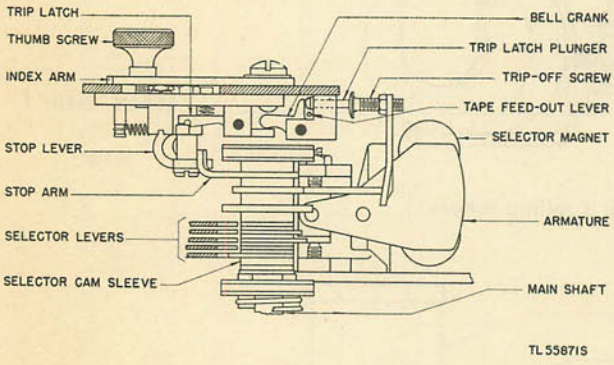


Figure 57. Selector unit (holding magnet).

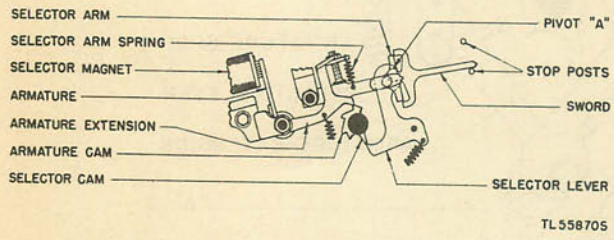


Figure 58. Cross-section of selecting parts (holding magnet).

as described in subparagraph *a* (2) above. The holding magnet selector locking mechanism (fig. 61) operates in a manner similar to the locking mechanism of the pulling magnet selector described above. In the *pulling* magnet selector the armature extension mounts the locking wedge, while in the *holding* magnet selector the selector arm mounts the locking wedge. Because the armature cam starts to move the armature toward the selector magnet before the locking lever releases the selector arm, the selector-arm spring acts as a yield between the armature extension and the selector arm.

82. Example of Selector Unit Operation (Pulling Magnet)

The selector unit operates as follows: Assume the code combination for the letter E is received. Upon the reception of the start (no-current) impulse, the armature moves away from the magnet and actuates the trip-latch plunger (fig. 54), which causes the trip-latch bell crank to move the trip latch out of engagement with the stop lever, releasing the stop arm. The selector-cam sleeve starts to revolve and the No. 1 selector cam engages the No. 1 selector lever during the time that the first (marking or current) impulse of the letter E is being received from the line. The magnet armature is pulled up, bringing the right-hand end of the armature extension up into the path of the right-hand sword arm. When the No. 1 cam engages the No. 1 selector lever, this lever is turned counterclockwise, carrying with it the sword which strikes the right-hand end of the armature extension and is turned clockwise about its pivot (fig. 55, point A). This positions the No. 1 sword so that when the No. 1 cam clears the tip of the No. 1 selector lever, the selector-lever spring will cause the sword to depress the left end of the T-lever, and move the No. 1 code bar to the right. Since no current is received while Nos. 2, 3, 4, and 5 cams are engaging their selector levers, the magnet armature is released and the armature extension moves down so that the left-hand end of the armature extension is in the path of the left-hand sword arm (fig. 56). As the Nos. 2, 3, 4, and 5 cams operate and release their selector levers, the associated code bars either remain in the left-hand position or are moved there by the swords. With the No. 1 code bar to the right and the Nos. 2, 3, 4, and 5 code bars to the left, there will be a notch in each code bar opposite the E pull bar. (Refer to figure 59 for the location of pull bars in relation to code bars.) The pulling magnet armature extension is *locked* while the positioning of each selector sword is taking place and is *unlocked* after the selector cams pass the peaks of their associated selector levers. This is accomplished by a cam-operated locking lever which engages a wedge on the armature extension. (See fig. 56.) The E pull bar is moved toward the code bars by the pull-bar spring. A hooklike projection on the pull bar engages the main bail as it rises,

causing the pull bar to rise with the main bail. This causes the type bar to strike the platen, printing the letter E. A sequence chart for the operation of the selecting mechanism is shown in figure 60.

83. Orientation of Selecting Mechanism (Range Finder)

a. DESCRIPTION AND PURPOSE. (1) Directly associated with the selector magnet is a range-finder assembly. (See fig. 33.) A stop lever, trip latch, index arm, scale, and thumbscrew are the principal parts of the range finder.

(2) For proper operation of the typing reperforator unit there must be a certain time interval between the start of the rotation of the selector-cam sleeve and the time the selector cams operate the selector levers. The purpose of the range finder is to adjust the parts of the selector mechanism to operate in the proper time-interval sequence.

(3) Adjusting the range finder to obtain the most favorable operation of the selecting mechanism may be referred to either as orienting or as taking the range of the typing reperforator.

b. OPERATION. (1) To set the range finder, move the index arm toward one end of the scale until that point is reached at which the reperforator fails to print correctly. Then move the index arm back to the point where the reperforator prints correctly. This is the limit

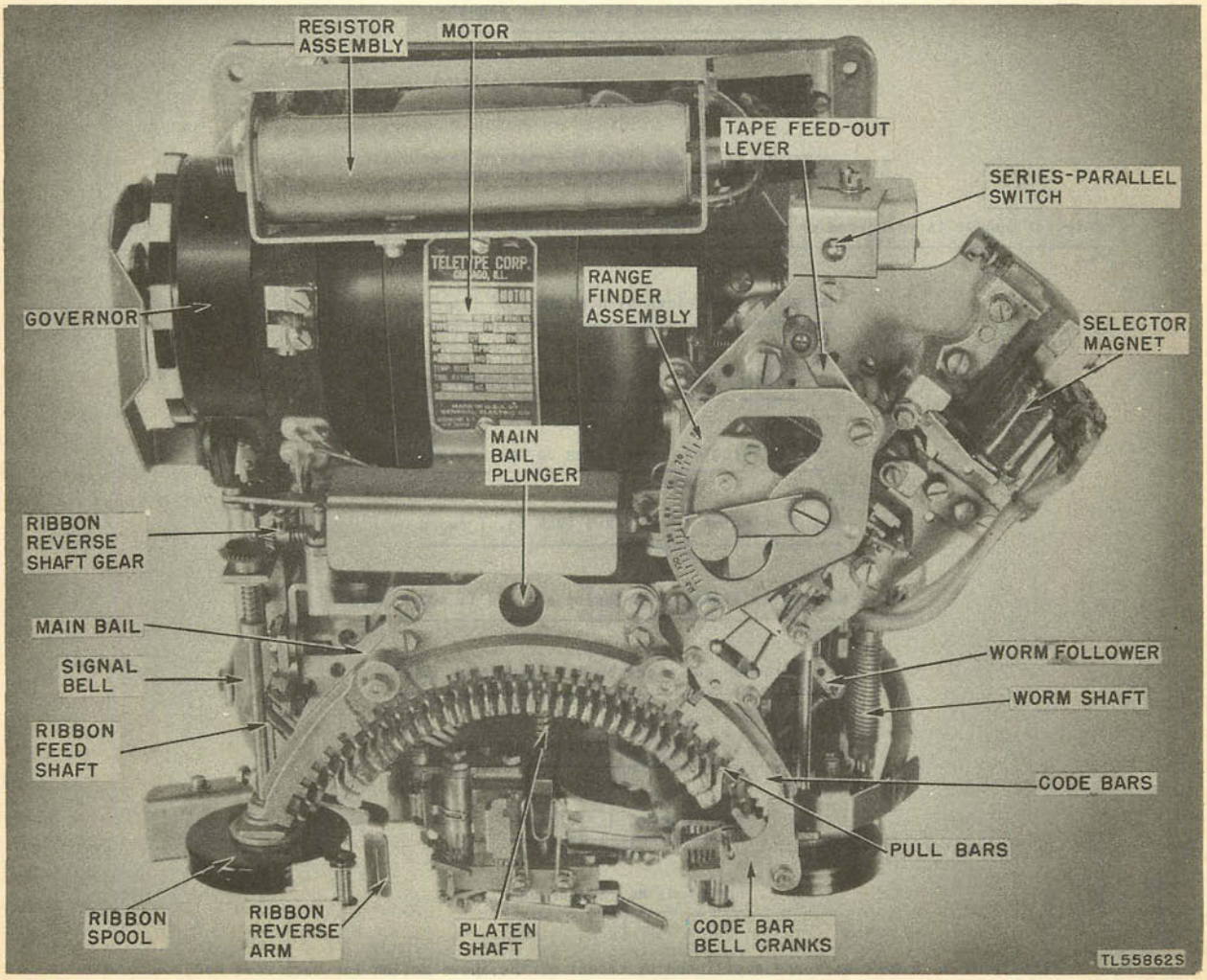


Figure 59. Top view of typing reperforator unit.

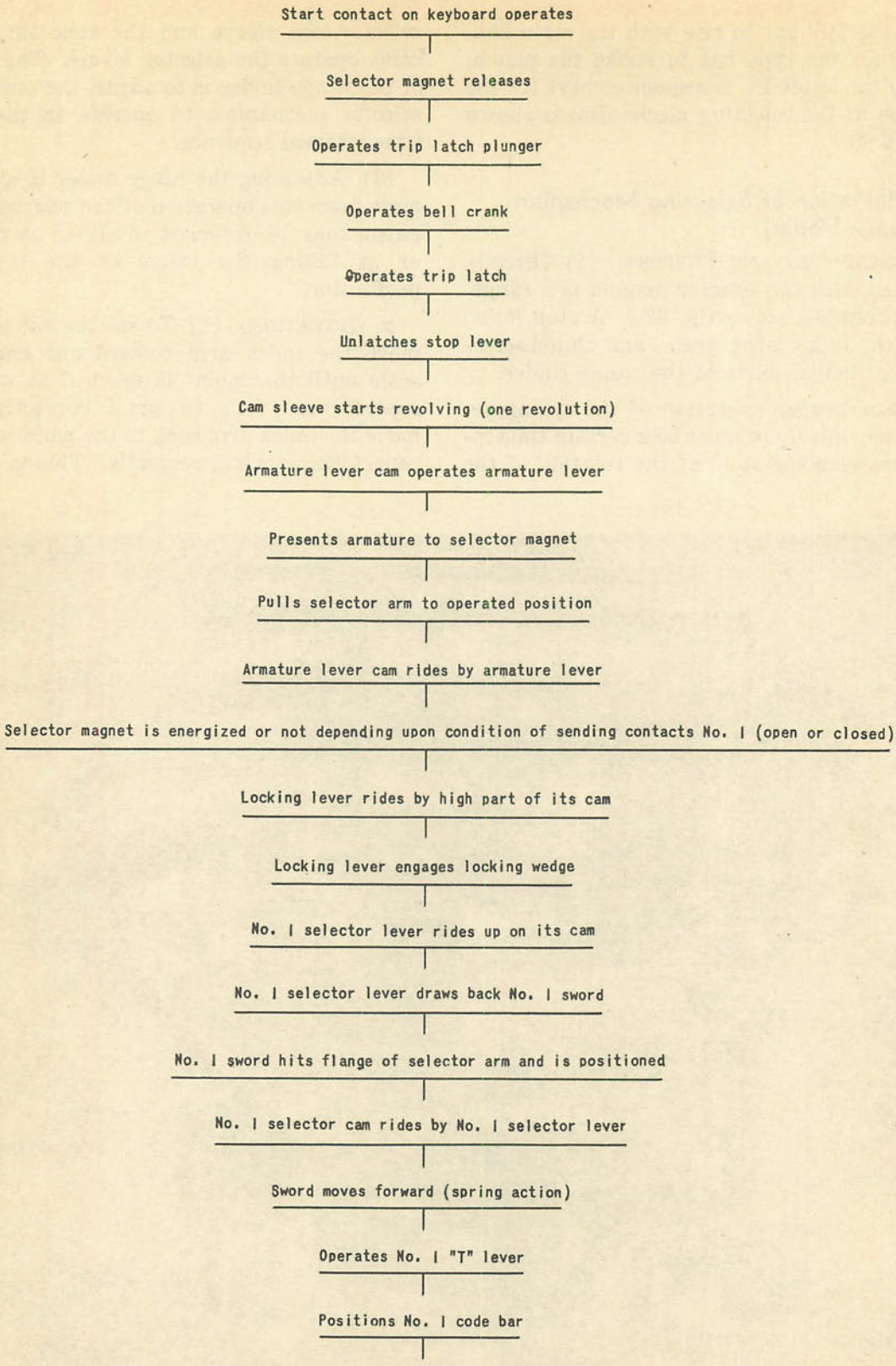


Figure 60. Sequence chart for selecting mechanism. TL 55834S

of the range in each direction. Midway between these points is the position most suitable for operating the selector mechanism in the proper time-interval sequence.

(2) Moving of the index arm positions the stop lever (fig. 54) and selector cam sleeve to have the selector cam operate the selector lever when its related signal impulse is received by the selector magnet. Set to its correct position, the stop lever blocks the stop arm on the selector-cam sleeve at the end of each five selecting impulses.

(3) The index arm is held, when set, by a thumbscrew. Refer to paragraph 32 for information on when and how to test and set the range finder.

84. Locking Cam and Locking Lever

a. DESCRIPTION AND PURPOSE. The locking cam has five high and five low portions on its periphery against which the locking lever is held by its spring (fig. 61). The purpose of the cam and locking lever is to hold the armature extension (or the selector arm) firmly in position while the sword is being positioned.

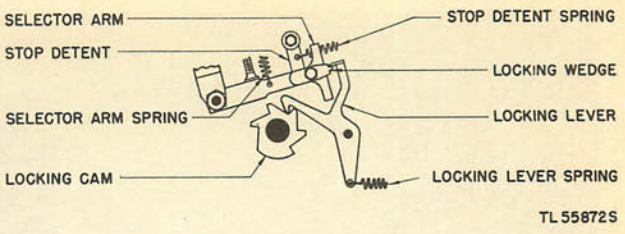


Figure 61. Locking lever operation.

b. OPERATION. During the part of the code impulse that the selector cam is operating the selector lever and the sword is being positioned by striking one of the armature extension arms

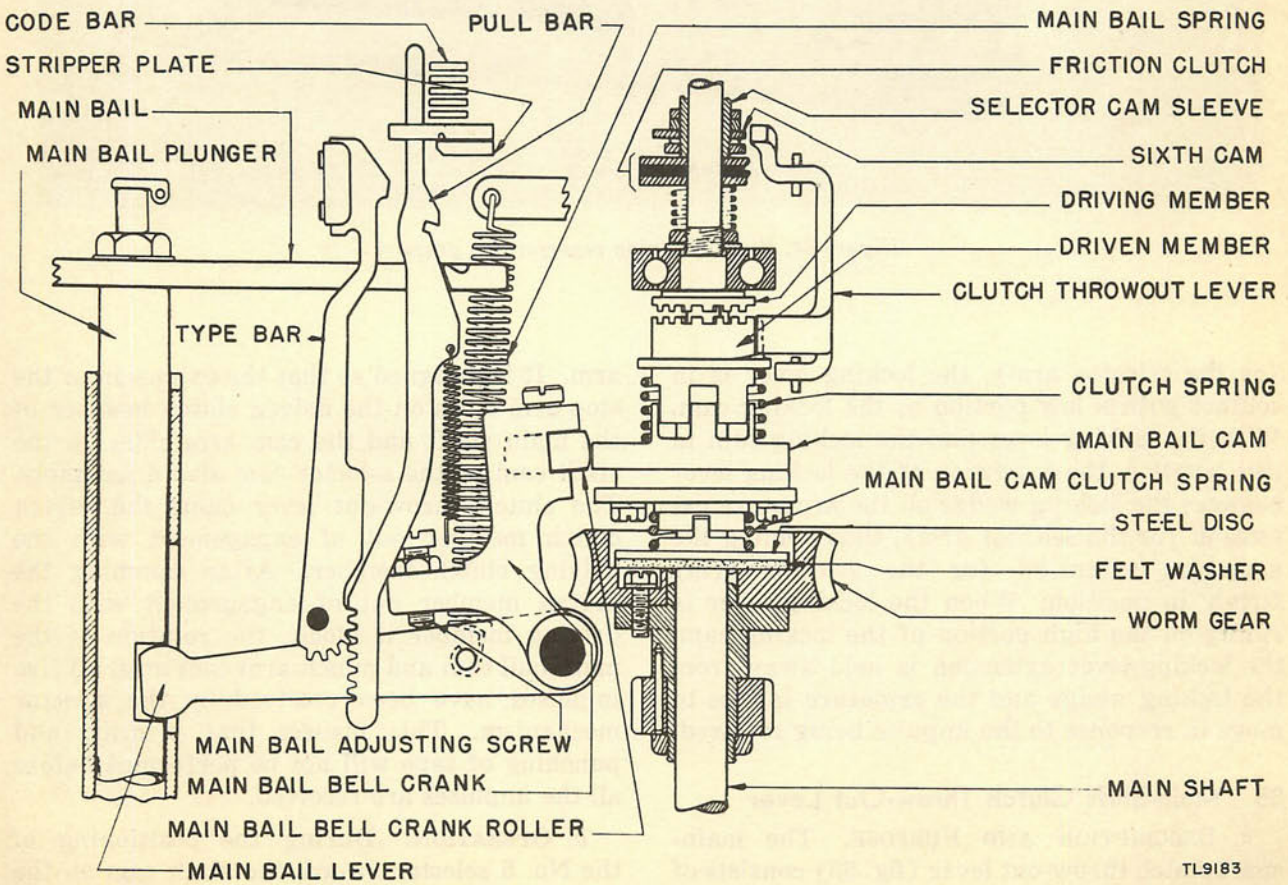


Figure 62. Section of main shaft.

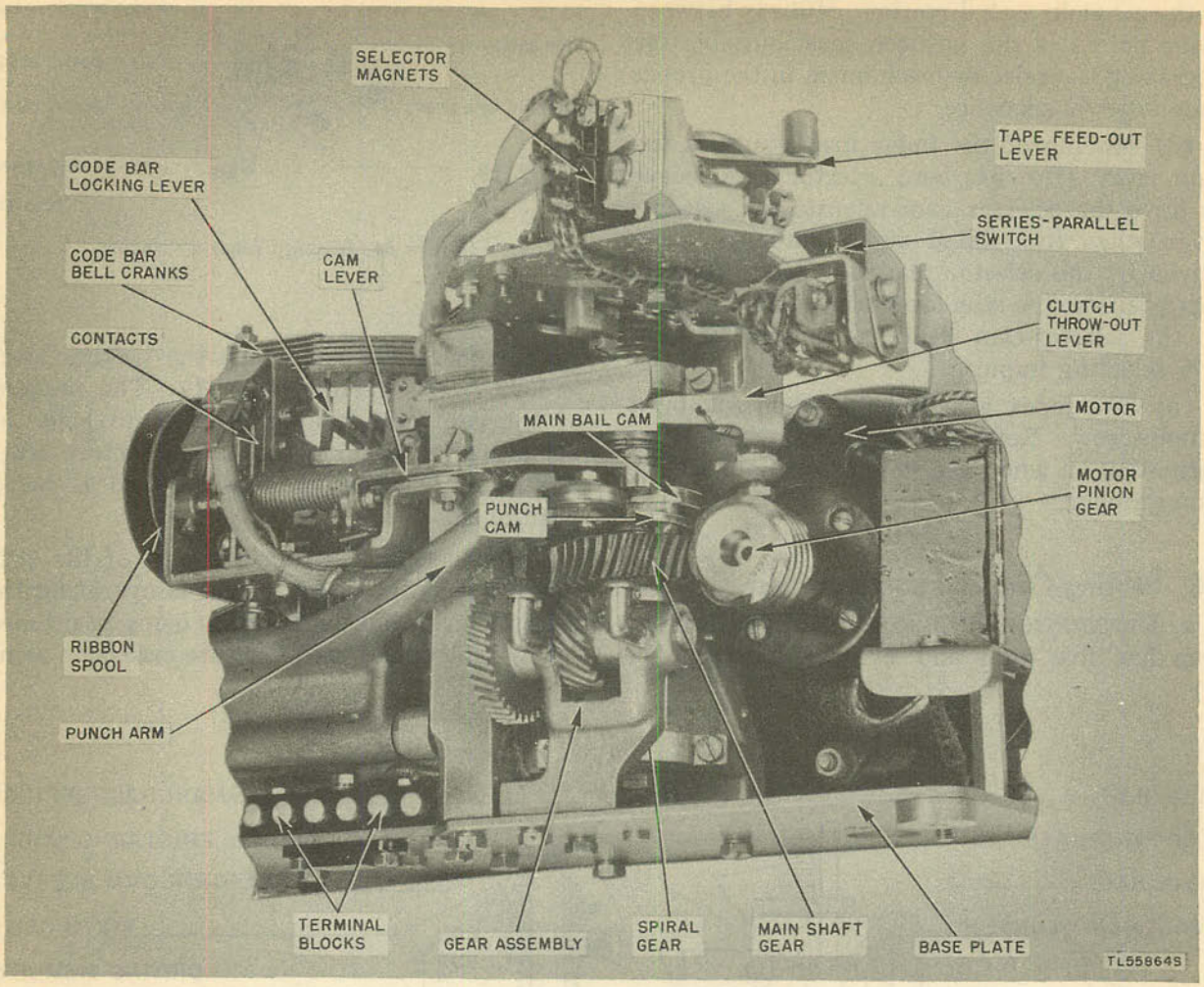


Figure 63. View of typing reperforator gears.

(or the selector arm), the locking lever is in contact with a low portion of the locking cam. With the locking lever and the locking cam in this position, the extension of the locking lever engages the locking wedge on the armature extension (or the selector arm), thus holding the armature extension (or the selector arm) firmly in position. When the locking lever is riding on the high portion of the locking cam, the locking-lever extension is held away from the locking wedge and the armature is free to move in response to the impulse being received.

85. Main-Shift Clutch Throw-Out Lever

a. DESCRIPTION AND PURPOSE. The main-shaft clutch throw-out lever (fig. 63) consists of the stop arm, throw-out lever spring, and cam arm. It is designed so that the extension of the stop arm rides on the driven clutch member of the main shaft and the cam arm rides on the sixth cam of the selector-cam sleeve assembly. The clutch throw-out lever cams the driven clutch member out of engagement with the driving clutch member. After camming the driven member out of engagement with the driving member it blocks the rotation of the main-bail cam and punch-arm cam until all five impulses have been received by the selector mechanism. This insures that printing and punching of tape will not be performed before all the impulses are received.

b. OPERATION. During the positioning of the No. 5 selector sword, the sixth cam on the selector-cam sleeve disengages the clutch stop

arm from the driven clutch member. (See fig. 62.) The main-shaft clutch spring moves the clutch members into engagement causing the main-bail cam and punch-arm cam to rotate. At the end of each revolution of the main-bail cam and punch-arm cam, the clutch stop

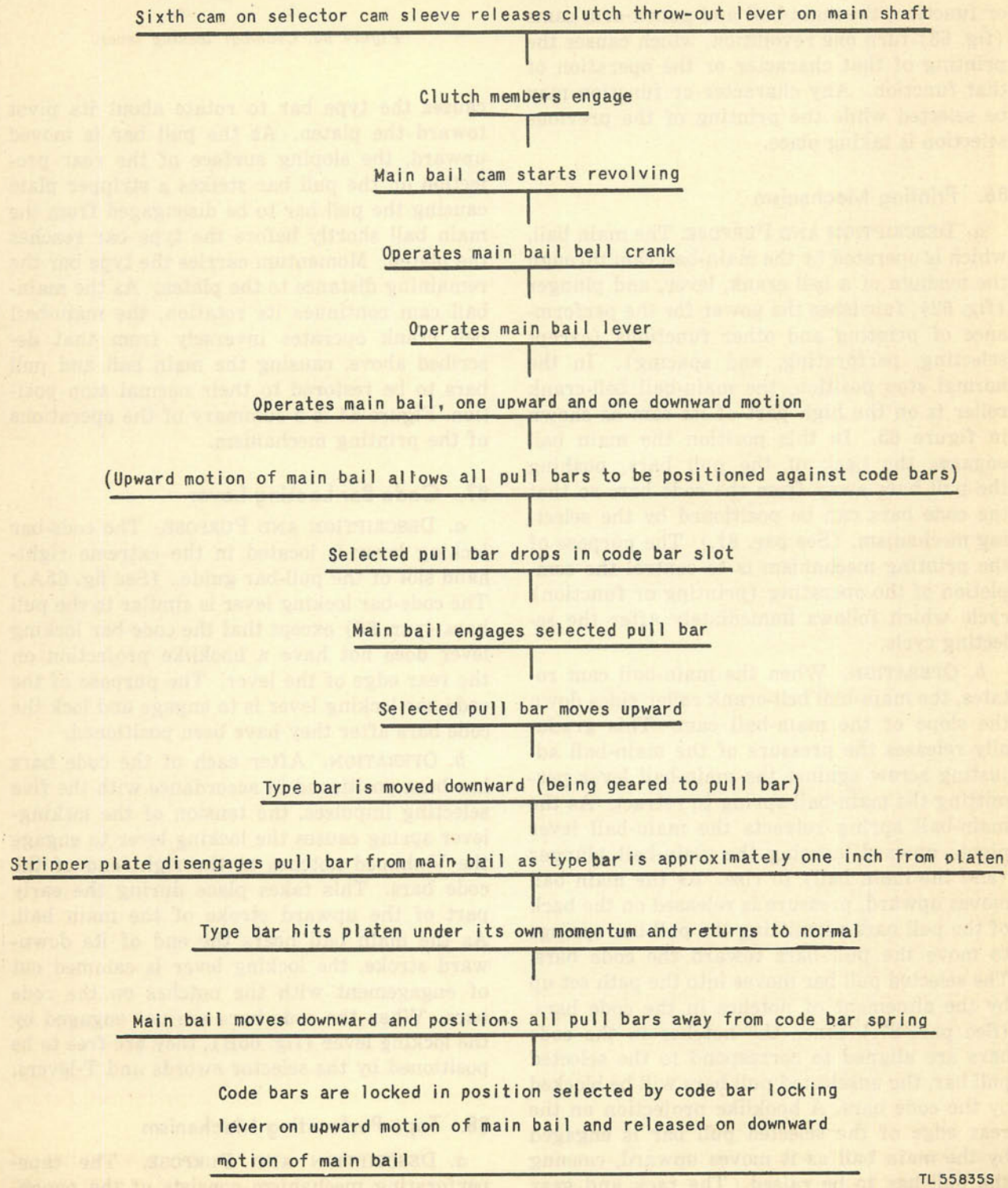


Figure 64. Sequence chart for printing mechanism.

arm of the clutch throw-out lever engages the cam surface of the projection on the driven clutch member and moves it out of mesh with the driving clutch member. Immediately after the completion of the selection of any character or function, the main-bail and punch-arm cams (fig. 63) turn one revolution, which causes the printing of that character or the operation of that function. Any character or function may be selected while the printing of the previous selection is taking place.

86. Printing Mechanism

a. DESCRIPTION AND PURPOSE. The main bail, which is operated by the main-bail cam through the medium of a bell crank, lever, and plunger (fig. 62), furnishes the power for the performance of printing and other functions (except selecting, perforating, and spacing). In the normal stop position, the main-bail bell-crank roller is on the high part of its cam as shown in figure 63. In this position the main bail engages the back of the pull bars, pushing the pull bars away from the code bars so that the code bars can be positioned by the selecting mechanism. (See par. 81.) The purpose of the printing mechanism is to control the completion of the operating (printing or function) cycle which follows immediately after the selecting cycle.

b. OPERATION. When the main-bail cam rotates, the main-bail bell-crank roller rides down the slope of the main-bail cam. This gradually releases the pressure of the main-bail adjusting screw against the main-bail lever permitting the main-bail spring to retract. As the main-bail spring retracts the main-bail lever pivots upward, causing the main-bail plunger (and the main bail) to rise. As the main bail moves upward, pressure is released on the back of the pull bars permitting the pull-bar springs to move the pull bars toward the code bars. The selected pull bar moves into the path set up by the alinement of notches in the code bars. (See par. 87.) Since the notches in the code bars are aligned to correspond to the selected pull bar, the unselected pull bars will be blocked by the code bars. A hooklike projection on the rear edge of the selected pull bar is engaged by the main bail as it moves upward, causing the pull bar to be raised. The rack and gear connection between the pull bar and type bar

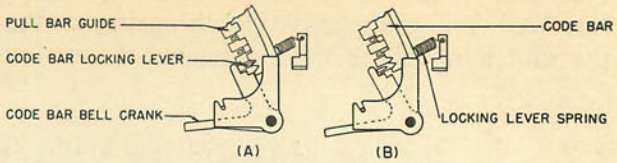


Figure 65. Code-bar locking lever.

causes the type bar to rotate about its pivot toward the platen. As the pull bar is moved upward, the sloping surface of the rear projection on the pull bar strikes a stripper plate causing the pull bar to be disengaged from the main bail shortly before the type bar reaches the platen. Momentum carries the type bar the remaining distance to the platen. As the main-bail cam continues its rotation, the main-bail bell crank operates inversely from that described above, causing the main bail and pull bars to be restored to their normal stop position. Figure 64 is a summary of the operations of the printing mechanism.

87. Code-Bar Locking Lever

a. DESCRIPTION AND PURPOSE. The code-bar locking lever is located in the extreme right-hand slot of the pull-bar guide. (See fig. 65A.) The code-bar locking lever is similar to the pull bars (par. 86) except that the code-bar locking lever does not have a hooklike projection on the rear edge of the lever. The purpose of the code-bar locking lever is to engage and lock the code bars after they have been positioned.

b. OPERATION. After each of the code bars has been positioned in accordance with the five selecting impulses, the tension of the locking-lever spring causes the locking lever to engage the V-shaped notches at the right end of the code bars. This takes place during the early part of the upward stroke of the main bail. As the main bail nears the end of its downward stroke, the locking lever is cammed out of engagement with the notches on the code bars. When the code bars are not engaged by the locking lever (fig. 65B), they are free to be positioned by the selector swords and T-levers.

88. Tape-Perforating Mechanism

a. DESCRIPTION AND PURPOSE. The tape-perforating mechanism consists of the punch-arm casting, punch-bail link, punch bail, punch

bell crank, punch selector fingers, and the punches. (See fig. 67.) Operation of the punch-arm cam actuates the punches by means of the parts listed above. The punch selector fingers are positioned by the punch bell-crank springs (fig. 67) so that the selection set up in the code bars will be perforated in the tape.

b. OPERATION. The positioning of the punch selector fingers takes place early in the upward stroke of the main bail. The motion of the code-bar locking lever is utilized to operate the code-bar bell cranks which move with the locking lever (fig. 65), toward the code bars. If a code bar has been positioned to the right, the motion of the associated code-bar bell crank will be blocked by the right end of the code bar as the locking lever moves toward the code bars. The punch selector finger will remain in position to engage the punch as shown in figure 67. If the code bar has been positioned to the left, the code-bar bell crank will be free to follow the code-bar locking lever. The parts connecting the code-bar bell crank and the punch bell crank turn in a clockwise direction, thus moving the punch selector finger to the left so that its recess will be under the punch. Shortly after the punch selector fingers have been positioned, the punch-arm cam moves the punch bail through the medium of the punch-arm casting and the punch-bail link. When the punch-bail moves to the right, the punch-engaging projections of the selector fingers which are in line with the punches, raise the punches causing them to perforate the tape. A projection on the

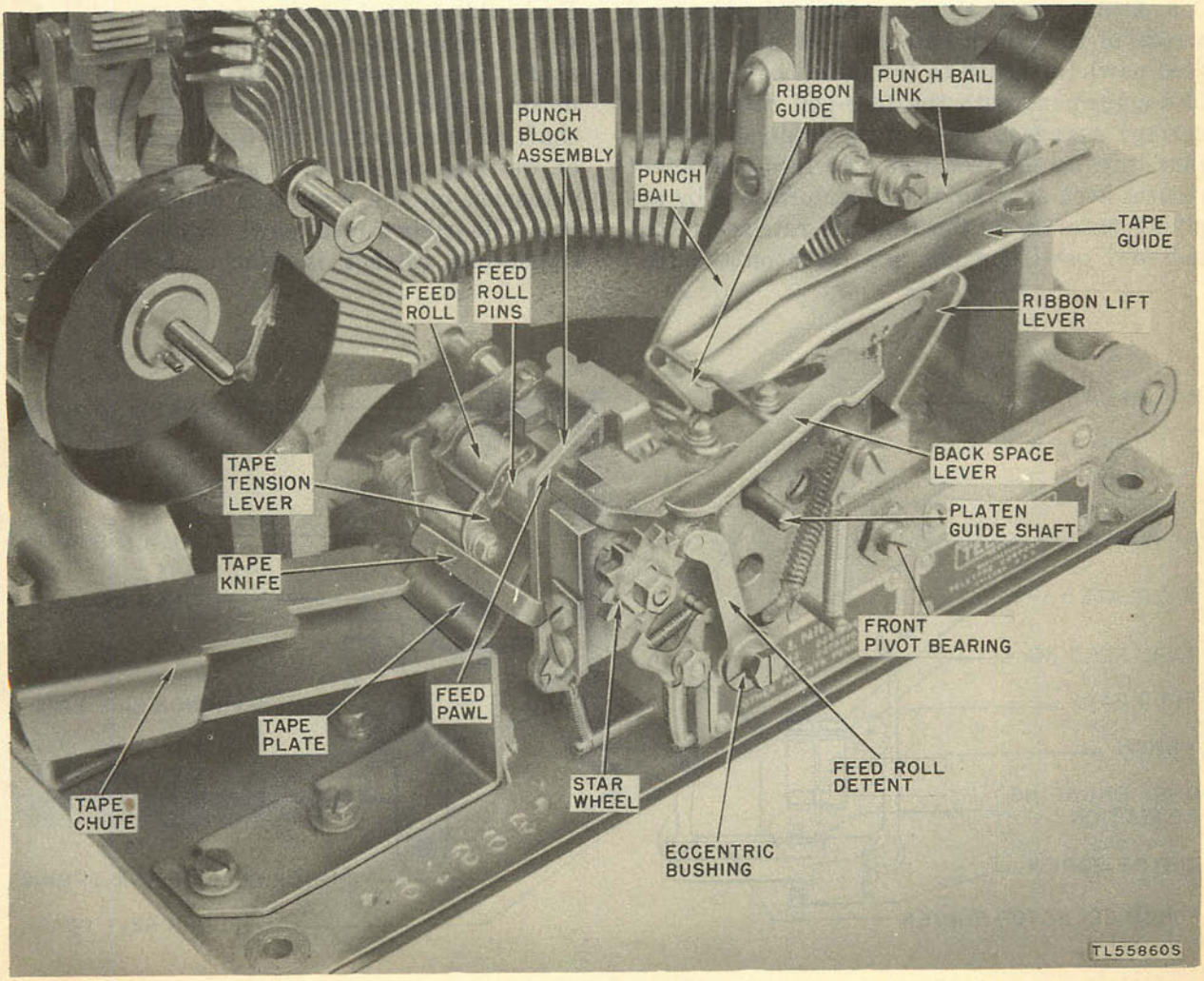


Figure 66. Punch block of typing reperforator.

punch bail engages the feed punch during every operation. The upstop screw in the punch bail limits overtravel of the punches to prevent mutilation of the tape. Figure 68 is a summary of the operations of the tape-perforating mechanism.

89. Spacing

a. DESCRIPTION AND PURPOSE. Proper spacing between printed characters and between tape perforations requires the tape to be moved to the left as each character is printed and perforated. Tape is mechanically spaced by the rotation of the feed roll which has pins on its periphery (fig. 66) that engage the feed perforations in the tape. The tape-tension lever holds the tape in engagement with the feed roll. Tape may be spaced by manually operating the tape feed-out lever. (See fig. 63.)

b. OPERATION. During each downward stroke of the punch bail (figs. 66 and 67), the feed pawl (attached to the punch bail and held in engagement with the feed-roll ratchet by a spring) engages a tooth of the feed-roll ratchet, thus turning the feed roll. The feed-roll detent insures even spacing of the perforations by applying pressure on the feed-roll ratchet so that the feed pawl engages one tooth on the feed roll. Tape may be spaced out of the perforating mechanism when the signal line is idle by manually operating the tape feed-out lever which is mounted on one of the range-finder mounting posts. (See fig. 59.) By operating the tape feed-out lever to the left, pressure is applied to the bell crank which causes the trip latch to release the stop lever. (See fig. 57.) This allows the selector-cam sleeve to rotate freely, causing a series of the code combinations for letters to be perforated in the tape. Figure 69 is a summary of the functioning of the spacing mechanism.

90. Ribbon-Feed Mechanism

a. DESCRIPTION AND PURPOSE. The ribbon-feed mechanism consists of two ribbon-spool cups together with associated parts. (See figs. 59 and 70.) The entire assembly resembles the ribbon mechanism of any standard typewriter. Each ribbon-spool cup is mounted on a bracket, with a ribbon-spool shaft and a ribbon-reverse shaft. The ribbon-spool shaft on the bracket makes contact with the horizontal ribbon-feed shaft mounted behind the type basket. The end of the ribbon-feed lever engages the notched extension on the main-bail plunger. (See fig. 70.) The ribbon-feed pawl, which moves the ribbon-feed ratchet. is attached to the ribbon-

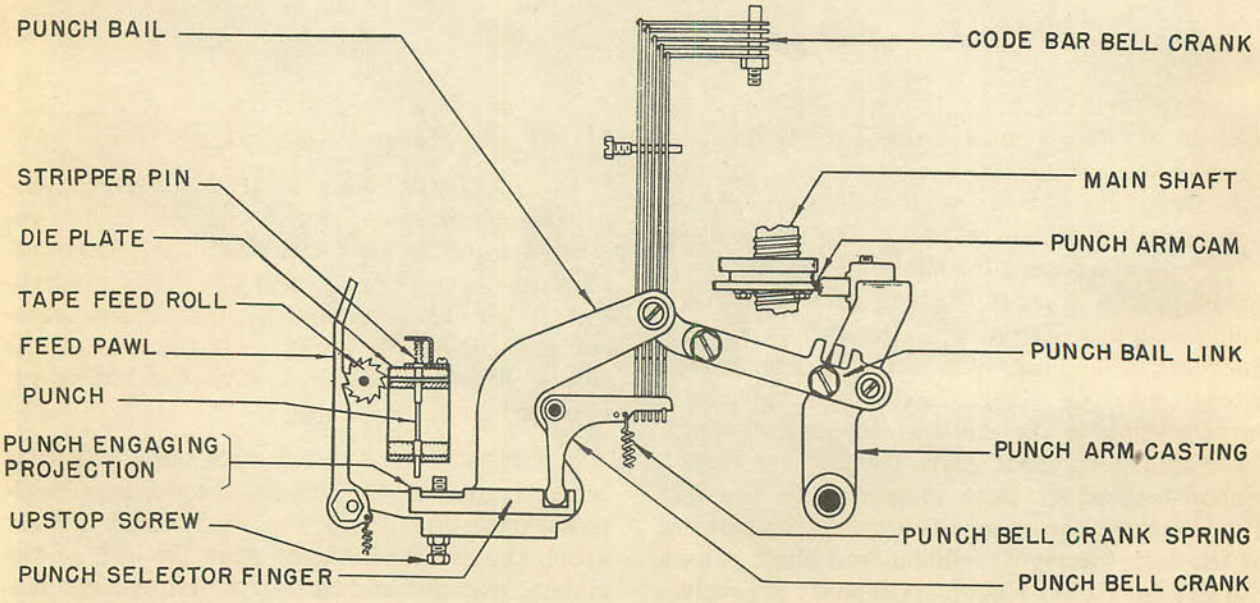


Figure 67. Tape-perforating mechanism.

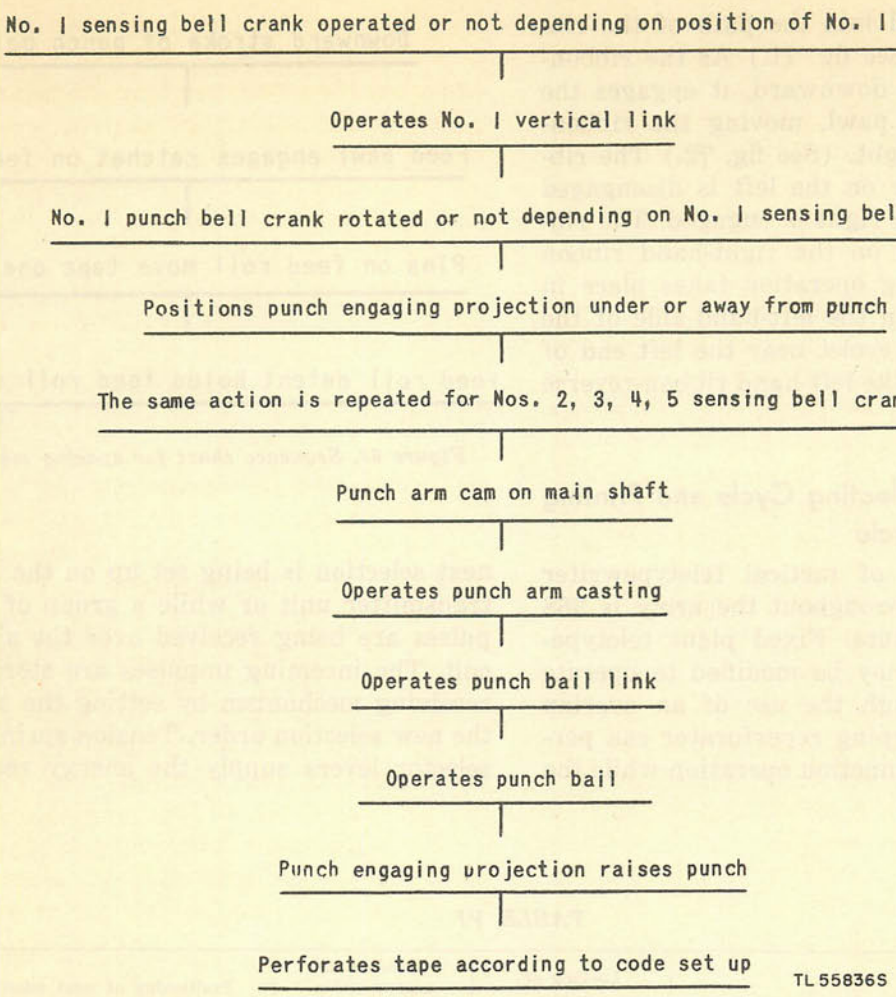


Figure 68. Sequence chart for tape perforation.

feed lever. The ribbon-reverse mechanism is described in paragraph 91.

b. OPERATION. With each downward operation of the main-bail plunger, the ribbon-feed lever roller rides up the slope of the notch in the main-bail plunger. This causes the ribbon-feed pawl to advance the ribbon-feed ratchet one tooth. The shaft mounting the ribbon-feed ratchet and the ribbon-feed ratchet gear imparts motion to the ribbon-feed shaft through the ribbon-feed shaft gear. The left (or right) ribbon-feed shaft gear meshes with the left (or right) ribbon-spool shaft gear. The turning of the left (or right) ribbon-feed shaft causes the left (or right) ribbon-spool shaft to revolve. The left (or right) ribbon-spool shaft turns the ribbon spool attached to it.

91. Ribbon-Reverse Mechanism

a. DESCRIPTION AND PURPOSE. The ribbon-reverse mechanism consists of the ribbon-reverse arm, ribbon-reverse shaft, and their associated parts (figs. 71 and 72). This mechanism is provided to reverse the ribbon automatically when an eyelet near the end of the ribbon becomes engaged with the ribbon-reverse arm.

b. OPERATION. Assuming that the ribbon is being wound on the left-hand spool and is almost unwound from the right-hand ribbon spool, the eyelet, fastened near the end of the ribbon, engages and moves the right-hand ribbon-reverse arm. The arm, fastened to the right ribbon-reverse shaft, moves the right-hand

ribbon-reverse pawl into the path of the ribbon-reverse bail. (See fig. 71.) As the ribbon-reverse bail moves downward, it engages the left ribbon-reverse pawl, moving the ribbon-feed shaft to the right. (See fig. 72.) The ribbon-feed shaft gear on the left is disengaged and the gear on the right is engaged. The ribbon is then wound on the right-hand ribbon spool. The reversing operation takes place in a similar manner on the left-hand side of the assembly when the eyelet near the left end of the ribbon engages the left-hand ribbon-reverse arm.

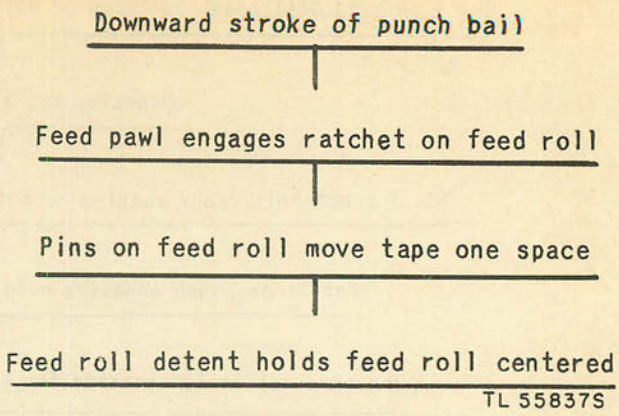


Figure 69. Sequence chart for spacing mechanism.

92. Overlap of Selecting Cycle and Printing or Function Cycle

The normal speed of tactical teletypewriter equipment in use throughout the army is 368 operations per minute. Fixed plant teletypewriter equipment may be modified to operate at 600 opm. Through the use of an overlap arrangement, the typing reperforator can perform a printing or function operation while the next selection is being set up on the keyboard transmitter unit or while a group of code impulses are being received over the signal circuit. The incoming impulses are stored in the receiving mechanism by setting the swords in the new selection order. Tension springs on the selector levers supply the energy required to

TABLE VI

Operation of previous selection	Locking of previous selections	Impulses of next selection being received and/or stored	Positioning of next selection on code bars and bell cranks	TIME REQUIRED TO RECEIVE ONE SELECTION
Selector-cam sleeve stopped	Not locked	STOP		
Main-bail and punch-arm cams start to revolve, main bail and punch arm start moving	Locking lever starts forward engaging code-bar bell cranks	START	Selector-cam sleeve assembly starts revolving for the next selection.	
Main bail engages selected pull bar	Locked	1	Sword positioned and new selection stored.	
Letter printed or function operation performed	Locked	2	Same as above.	
Main bail starts returning to normal position	Locked	3	Same as above.	
Main bail nearly normal	Unlocked	4	Code bars are set simultaneously.	
Main bail normal, main-shaft clutch throw-out lever engaged by sixth cam	Not locked	5	No. 5 code bar is positioned.	

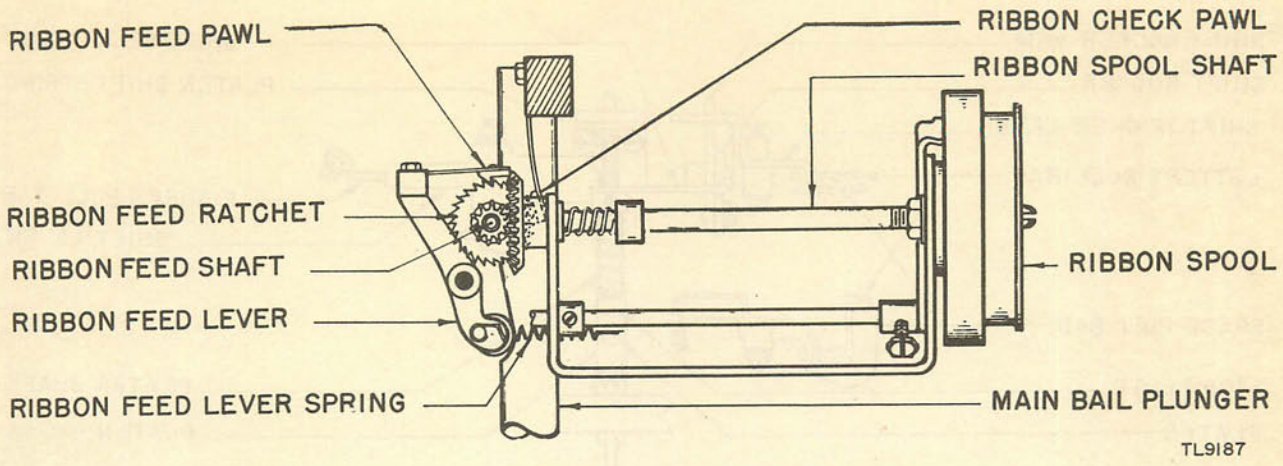


Figure 70. Ribbon-feed mechanism.

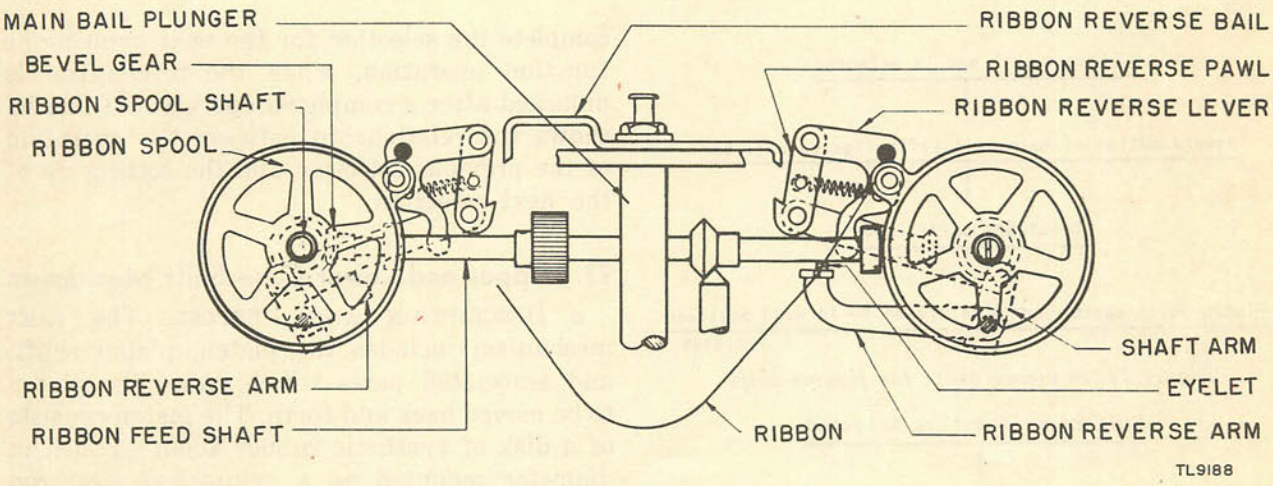


Figure 71. Ribbon-reverse mechanism (moved to left).

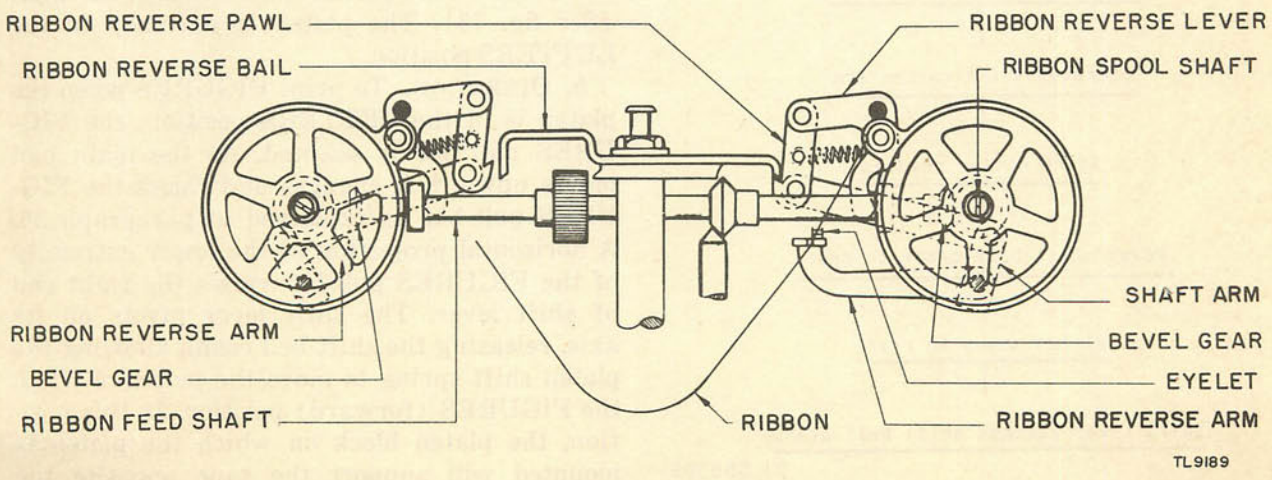


Figure 72. Ribbon-reverse mechanism (moved to right).

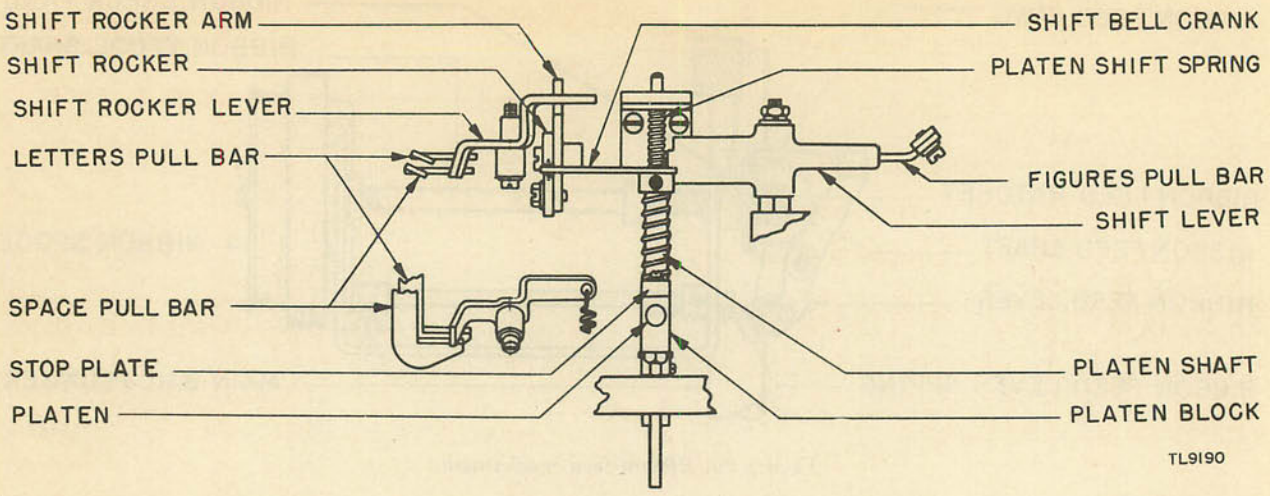


Figure 73. Shift mechanism.

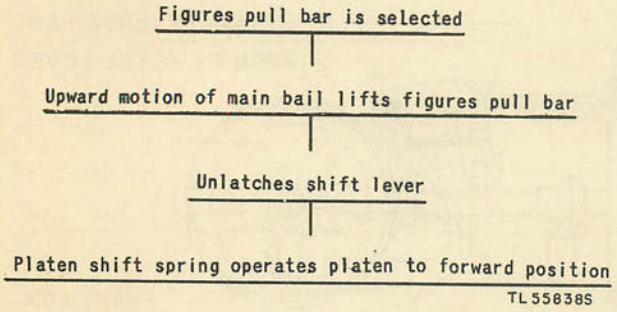


Figure 74. Sequence chart for figures shift.

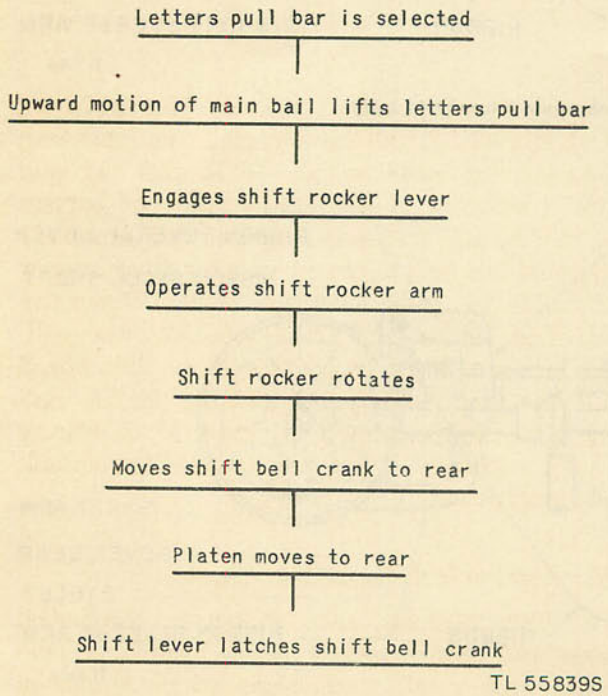


Figure 75. Sequence chart for letters shift.

complete the selection for the next printing or function operation, when the mechanism is unlocked after a completed operation. Table VI shows the relationship between the operation of the previous selection and the setting up of the next selection.

93. Upper and Lower Case Shift Mechanism

a. DESCRIPTION AND PURPOSE. The shift mechanism includes the platen, platen shaft, and associated parts which cause the platen to be moved back and forth. The platen consists of a disk of synthetic rubber about ¼ inch in diameter mounted on a cylindrical steel rod of the same diameter about ½ inch long. This assembly fits into a well in the platen block which is mounted so that it can be shifted back and forth on the platen shaft beneath the tape. (See fig. 73). The platen is normally in the LETTERS position.

b. OPERATION. To print FIGURES when the platen is in the LETTERS position, the FIGURES pull bar is selected. As the main bail moves upward, it engages and raises the FIGURES pull bar as explained in paragraph 86. A horizontal projection at the lower extremity of the FIGURES pull bar raises the right end of shift lever. The shift lever pivots on its axis, releasing the shift bell crank allowing the platen shift spring to move the platen shaft to the FIGURES (forward) position. In this position, the platen block on which the platen is mounted will support the tape opposite the figures on the type pallets. When the platen

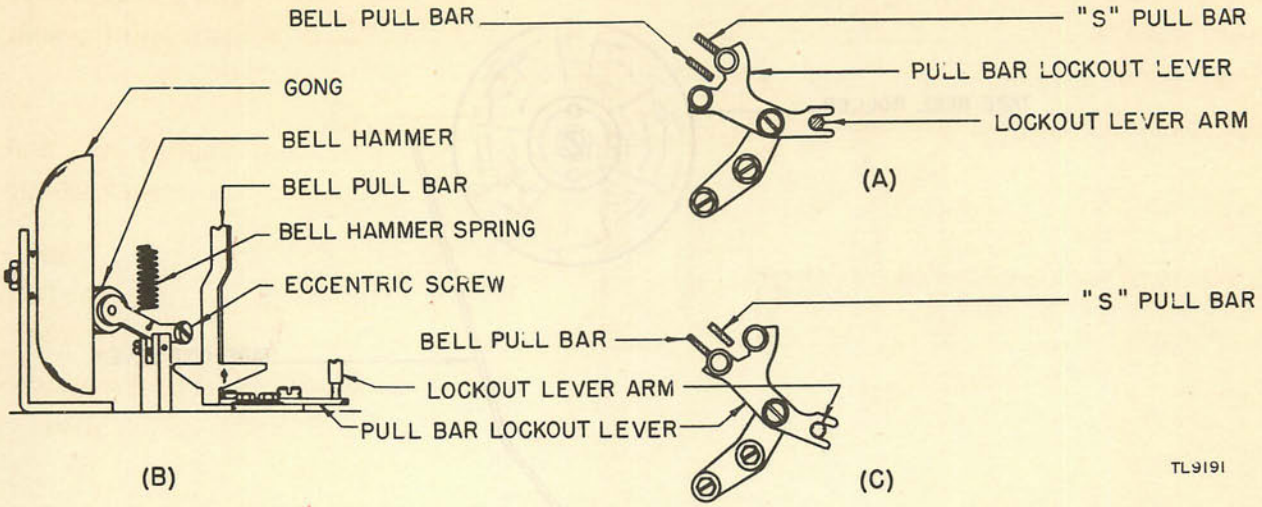


Figure 76. Signal-bell mechanism.

is in the FIGURES position it is necessary to move the platen back to the LETTERS position before letters can be printed. When the code combination for LETTERS is set up on the code bars (par. 86), the LETTERS pull bar is engaged and raised by the main bail. An extension on the lower extremity of the pull bar raises the left-hand arm of the shift rocker lever. (See fig. 73.) The right-hand arm of the shift rocker lever depresses the rear extension of the shift rocker arm. The shift rocker rotates about its pivot and the upper notched end is moved toward the rear, moving the platen block with it, through the medium of the shift bell crank and the platen shaft. When the platen reaches the LETTERS position, the shift lever engages and latches the shift bell crank thus holding the platen shaft. Refer to figures 74 and 76 for summaries of the functioning of figures shift and letters shift.

94. Signal Bell

a. DESCRIPTION AND PURPOSE. Some typing reperforators are arranged to sound a signal bell when FIGURES and the letter S are selected in that order. The bell is used as an audible signal to attract the attention of an operator at a distant station.

b. OPERATION. When the platen is in the FIGURES (forward) position, the lock-out-lever arm of the shift mechanism holds the pull-bar lock-out lever in such a position as to allow the selection of the BELL pull bar but to prevent selection of the S pull bar. (See fig. 76 A.) With the BELL pull bar selected, the main bail engages the notch in the BELL pull bar and lifts it upward. A projection near the bottom of the BELL pull bar engages the eccentric screw of the bell hammer, causing the hammer to strike the gong. (See fig. 76 B.) When the platen is in the LETTERS position, the pull-bar lock-out lever is positioned so that the S pull bar may be selected and the BELL pull bar is blocked as shown in figure 76 C. Figure 77 is a summary of the operations of the signal-bell mechanism.

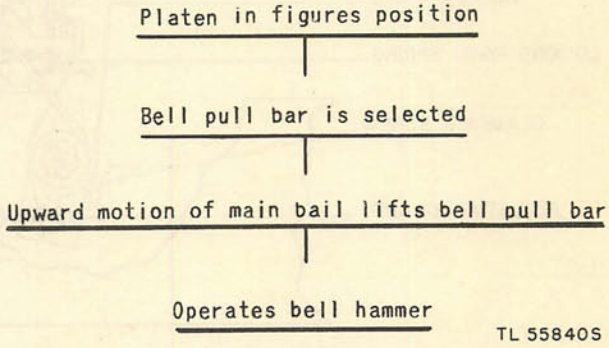


Figure 77. Sequence chart for signal-bell mechanism.

95. Mechanical Tape-Out Alarm

a. DESCRIPTION AND PURPOSE. Keyboard bases and receiving-only (low) bases are provided with a bell mechanism which sounds a warning signal when the supply of tape is

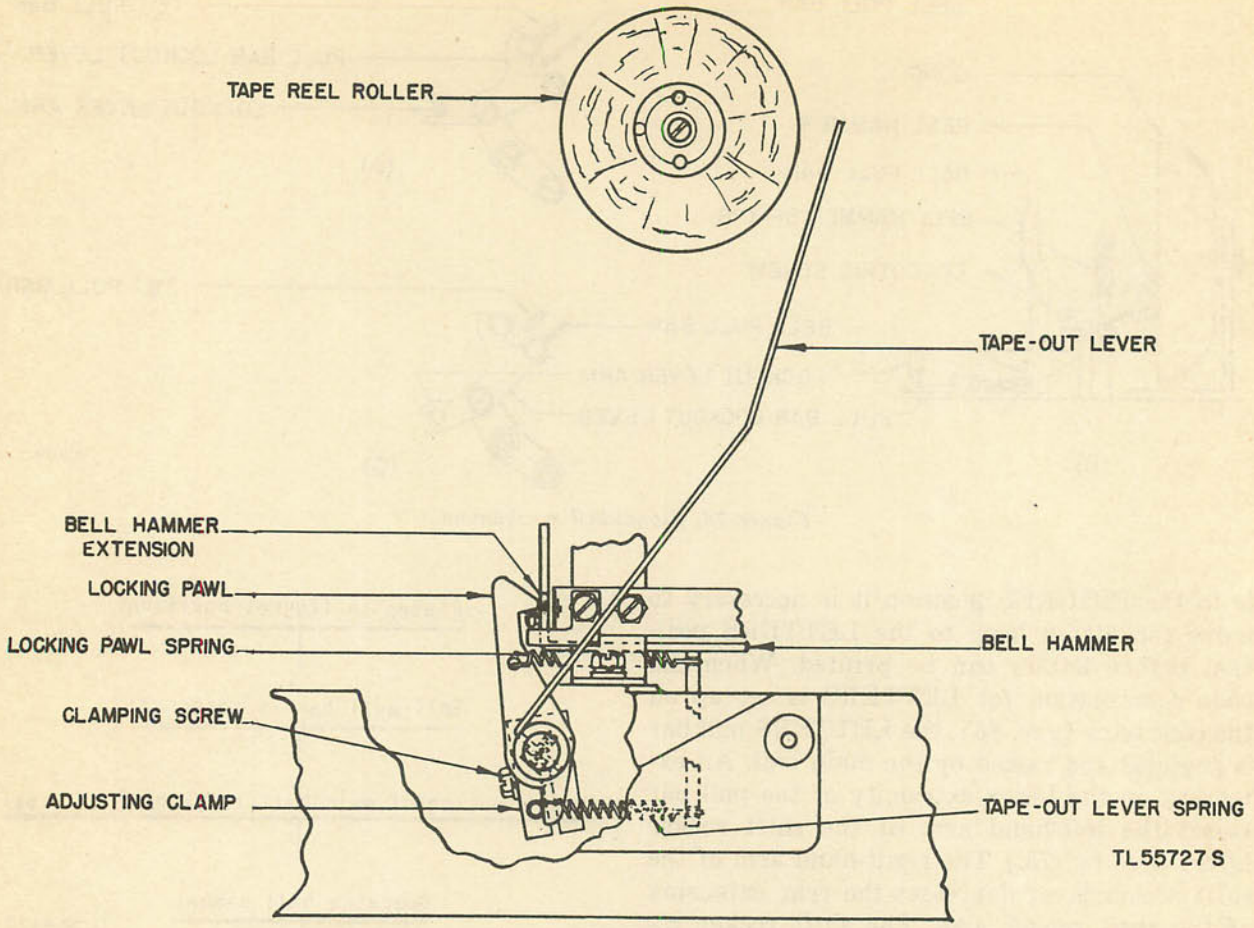


Figure 78. Cross-section of mechanical tape-out alarm mechanism.

nearly exhausted. This mechanism consists of a bell, a bell hammer (operated by a post on the keyboard gear), a bell-hammer latch, and a tape-out lever.

b. OPERATION. Because of its shape, the tape-out lever (fig. 78) is held against the tape roll at all times. As the supply of tape decreases, the tension of the tape-out lever spring increases. When the supply of tape is nearly exhausted, the tape-out lever spring tension causes the locking pawl to release the bell-hammer extension. A spring on the bell-hammer extension (fig. 78) causes the bell hammer to strike the gong. As the keyboard gear (fig. 79) rotates, a post on the gear trips the bell-hammer extension, causing the bell to ring each time the gear completes one revolution. The alarm is inoperative when a new roll of tape is installed, thus causing the locking pawl to engage and hold the bell-hammer extension so that it will not be tripped by the post on the keyboard gear as the gear revolves.

Note. There are numerous optional features which may be used on typing reperforator sets. However, all of these features cannot be incorporated in a given set at the same time, nor are they all applicable to any individual set. The most common optional features are described in paragraphs 96 to 107.

96. Magnet-Operated Tape Feed-Out Lever

a. DESCRIPTION AND PURPOSE. The magnet-operated tape feed-out lever provides remote control of the tape feed-out feature. It releases the selector-cam sleeve so that the sleeve rotates freely, causing a series of code combinations for LETTERS to be perforated in the tape. The lever is operated by a magnet (fig. 80) which is mounted on the rear of the selector-mechanism mounting plate. A local circuit furnishes the power to energize the magnet. (See fig. 80).

b. OPERATION. When the magnet is energized, the armature is pulled to the magnet. The armature, attached to the tape feed-out lever, causes the lever to operate. This operation allows the selector-cam sleeve to rotate freely until the lever is released. When the selector-cam sleeve rotates freely, a series of code combinations for LETTERS is set up by the selecting mechanism, thus causing the tape to feed out of the punch mechanism.

97. Tape Feed-Out Control Mechanism

a. DESCRIPTION AND PURPOSE. The tape must be spaced out of the machine in order to assure that the end of the last message perforated will be transmitted. If the tape is to be sent through a transmitter distributor adjacent to the typing reperforator without severing the tape, it must be spaced far enough to permit the last perforations of the message to be transmitted. If the tape is to be sent through a transmitter distributor some distance from the typing reperforator, it is only necessary to space the tape so that the end of the printed message clears the tear-off edge of the left-hand tape guide. When this condition is fulfilled, the tape may be torn off. Tape is spaced out by unlatching the selector-cam sleeve to allow it to rotate freely. This operation is initiated manually by momentarily depressing a push button on the typing reperforator. This causes a magnet to unlatch the selector-cam sleeve and puts into operation a time-delay contact operating mechanism which automatically stops tape feeding after sufficient tape has been spaced out. The circuit is so arranged that this operation can also be initiated from a remote-control push button. The time-delay feature is adjustable over a limited range to provide for feeding out tape to meet either of the requirements previously mentioned.

b. OPERATION. Refer to the schematic circuit shown in figure 81.

(1) When either push button is depressed, the circuit to the worm-follower disengaging magnet (mounted on the tape feed-out mechanism bracket in back of the right-hand ribbon-spool cup (fig. 82) is opened. When the magnet armature is released, it opens its own locking circuit and closes two pairs of contacts (A and B). One of these pairs of contacts (A) prepares a circuit to the selector-cam trip magnet

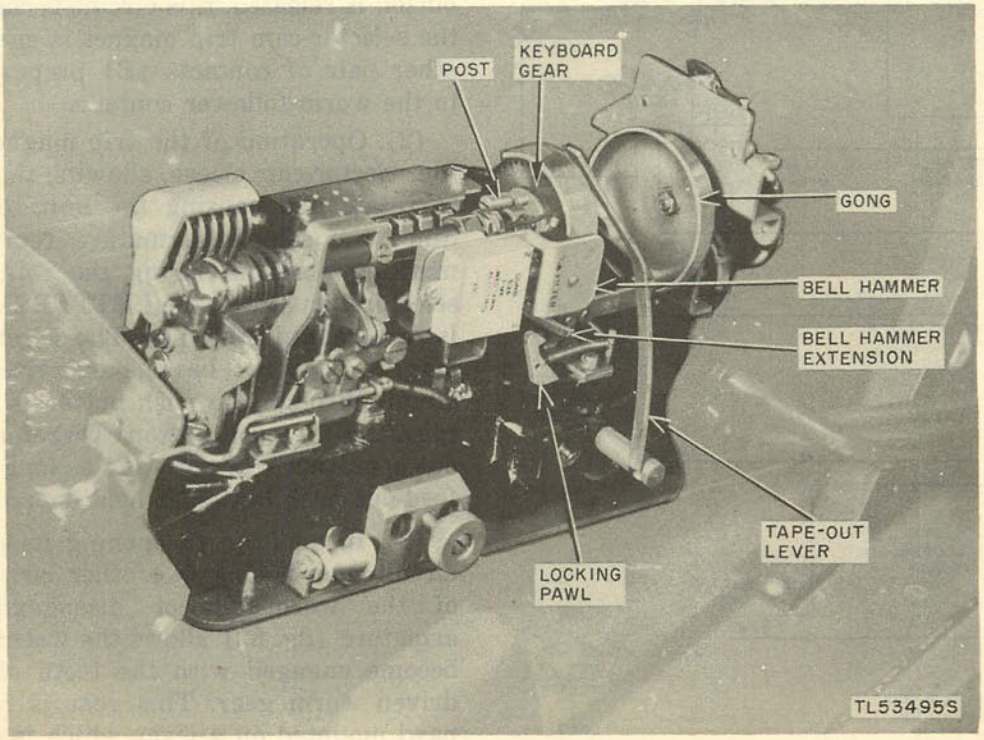


Figure 79. Mechanical tape-out alarm mechanism on keyboard base.

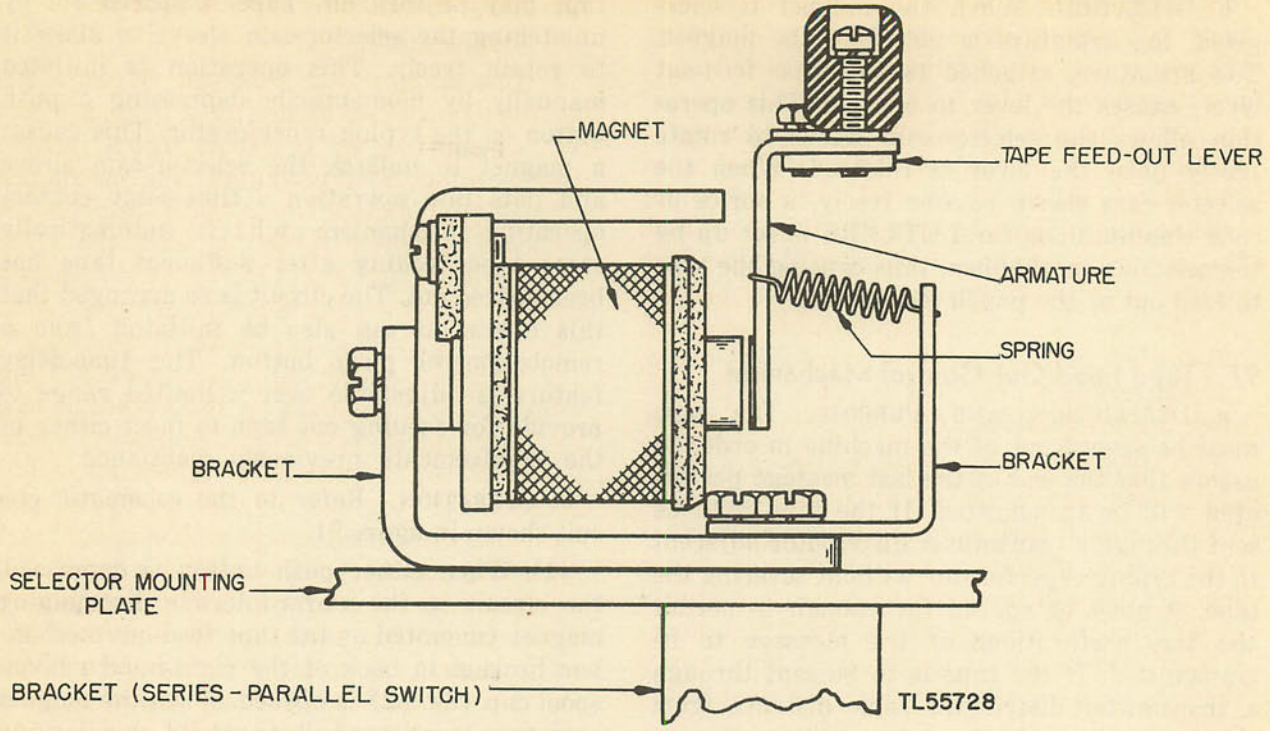


Figure 80. Magnet-operated tape feed-out lever.

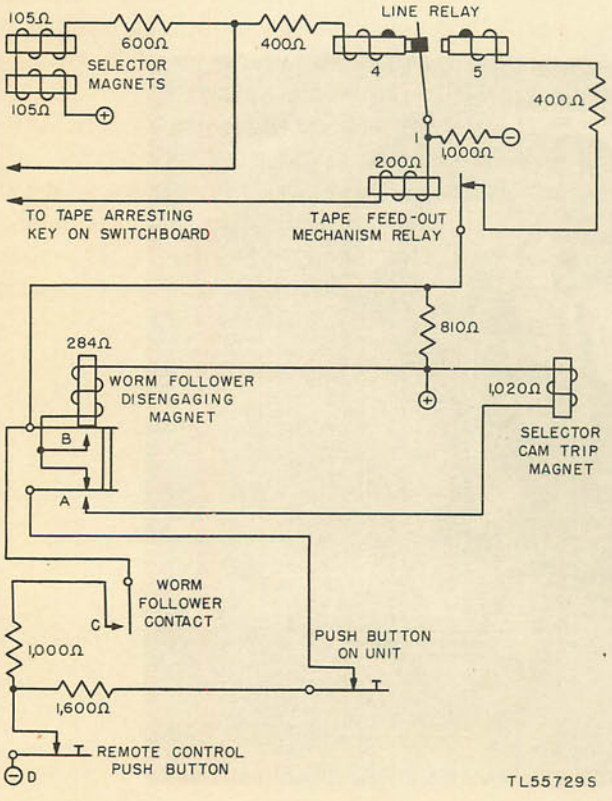


Figure 81. Tape feed-out control circuit.

on the selector mounting plate. When the push button is released, this circuit is completed and the selector-cam trip magnet is energized. The other pair of contacts (B) prepares a circuit to the worm-follower contacts.

(2) Operation of the trip magnet unlatches the selector-cam sleeve, allowing the main shaft to rotate and causing the unit to feed tape. Since the selector armature remains in the marking position during the rotation of the selector-cam sleeve, the LETTERS combination is perforated in the tape. The selector-cam trip magnet does not become energized until the circuit through the push button is restored by releasing the push button. Therefore, the feed-out operation will not start as long as the tape feed-out push button is held depressed.

(3) In addition to opening its own locking circuit and closing two other circuits, release of the worm-follower disengaging magnet armature (fig. 82) allows the worm follower to become engaged with the teeth of a ratchet-driven worm gear. This gear is rotated by a pawl mounted on a lever which is operated by the main-bail cam. As the worm rotates it

moves the worm follower toward a pair of contacts (C). When these contacts are closed by the worm follower, a circuit is completed from negative battery (D) to the worm-follower disengaging magnet. This circuit was prepared by the closing of contacts (B) referred to in (1) above. When the magnet armature is attracted, the magnet-locking circuit is restored, the worm follower is disengaged from the worm, and the circuit from negative battery (D) to the selector-cam trip magnet is opened. When the circuit to the trip magnet is opened, the trip-magnet armature is released, thereby stopping the rotation of the selector-cam sleeve.

(4) Provision is made to interrupt tape feeding immediately upon reception of line signals. To accomplish this, the tape feed-out circuit is arranged so that the worm-follower disengaging magnet will be energized when the tongue of the line relay touches the No. 5 (spacing) contact. Operation of this magnet will restore the tape feed-out mechanism to its unoperated position, as explained in (3) above.

(5) When it is desired to prevent operation of the typing reperforator without disconnecting it from the signal line, a tape-arresting circuit may be closed by means of a key at a remote location. This key causes battery to be applied to the selector magnets, thus preventing reception of messages. In addition, the tape-arresting key causes the tape feed-out mechanism E relay to operate (fig. 81) which disconnects the tape feed-out circuit from the line relay. This permits the tape feed-out mechanism to be put in operation without being subject to stoppage by line signals.

98. Mechanical End-of-Line Indicator Mechanism

a. DESCRIPTION AND PURPOSE. When a typing reperforator is used with a keyboard base for transmitting on a circuit which includes page-printing teletypewriters, the mechanical end-of-line indicator mechanism informs the keyboard operator when to send the CARRIAGE RETURN and LINE FEED signals to avoid overrunning the lines being typed by the teletypewriters. The approach of the end of a line is indicated by the lighting of a signal lamp which is mounted on the keyboard base. The mechanical end-of-line indicator mechanism replaces the standard right-hand ribbon-spool bracket asembly. In addition to the parts furnisher with the standard ribbon-spool bracket asembly, the end-of-line indicator mechanism includes a worm and ratchet, a cam-follower lever and pawl, a worm follower pivoted on a movable bail, a special carriage-return pull bar, a contact assembly, and a signal lamp assembly. All of these parts mount on the typing reperforator unit with the exception of the signal lamp which mounts on the keyboard base.

b. OPERATION. The worm (fig. 83) is operated from the main-bail cam on the main shaft of the unit by means of the main-bail cam follower, pawl, and ratchet. The worm follower engages the groove in the worm and moves toward the signal-lamp contacts as the worm rotates. After a predetermined number of operations, the worm follower closes the signal-lamp contacts, causing the lamp to light. The contacts remain closed until the CARRIAGE RETURN signal is sent or received, at which time an extension

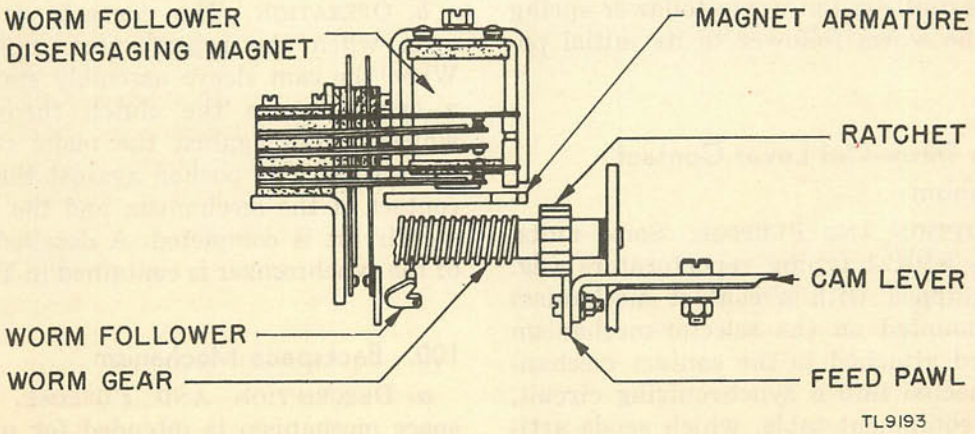


Figure 82. Tape feed-out control mechanism.

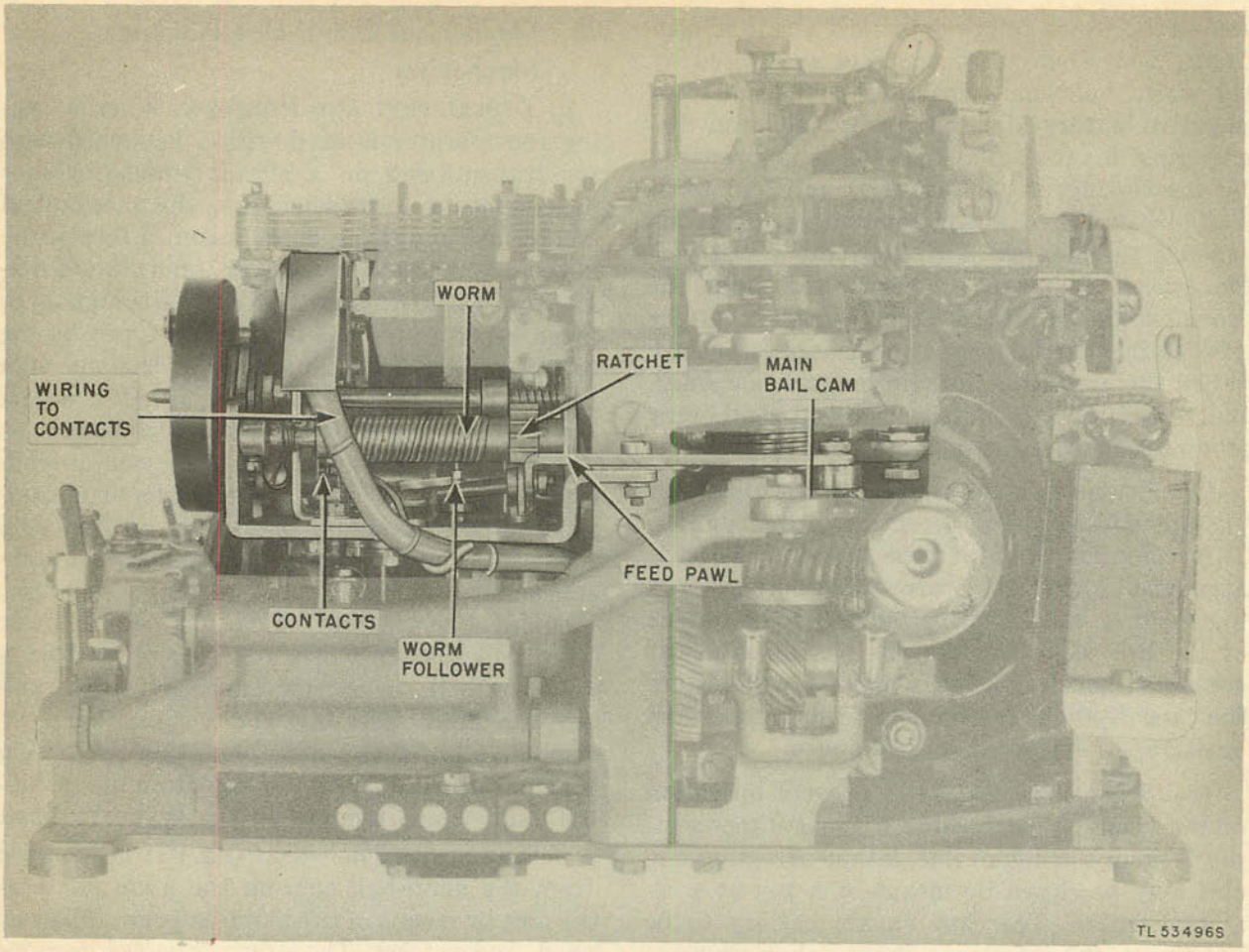


Figure 83. Mechanical end-of-line indicator mechanism.

on the carriage-return pull bar disengages the worm follower from the worm. This allows the signal-lamp contacts to open, extinguishing the lamp and permitting the worm-follower spring to return the worm follower to its initial position.

99. Clutch Throw-Out Lever Contact Mechanism

a. DESCRIPTION AND PURPOSE. Some units, such as the FPR21 typing reperforators (fig. 10) are equipped with a contact mechanism which is mounted on the selector-mechanism base. A cord attached to the contact mechanism is connected into a synchronizing circuit, within the equipment table, which sends artificial start and stop impulses to the selector mechanism of the typing reperforator. Operation of the contacts completes the synchronizer circuit.

b. OPERATION. The contacts are normally open when the reperforator unit is idling. When the cam sleeve assembly starts to turn, a cam operates the clutch throw-out lever which pushes against the make contact. The make contact is pushed against the stationary contact of the mechanism and the synchronizing circuit is completed. A detailed discussion of the synchronizer is contained in TM 11–2210.

100. Backspace Mechanism

a. DESCRIPTION AND PURPOSE. The backspace mechanism is intended for use on sending-receiving units to enable the operator to

backspace tape for the purpose of making corrections. It is operated by means of a backspace lever and a ribbon-guide lever located at the front of the receiving unit near the platen mechanism. (See fig. 84.) These levers may be operated individually or jointly by the fingers of one hand.

b. OPERATION. When the backspace lever is depressed, a pawl fastened to the lower arm of the backspace lever engages and turns the feed roll in a clockwise direction. This moves the tape backward one space for each operation of the backspace lever. The ribbon-guide lever lifts the ribbon guide and ribbon away from the tape, permitting the operator to see the printed characters on the tape.

101. Line Relay (Used with FPR23 Typing Reperforator)

a. DESCRIPTION AND PURPOSE. A line relay (fig. 260) is used whenever the length of the signal line or the character of the line circuit requires its use. It may be provided as an external accessory or it may be mounted on the base of the receiving unit if the base is provided with relay mounting and wiring facilities. (See fig. 12.) There are several types of line relays used, all of which add relatively little inductance to the line circuit. The main points of difference of the relays which mount on the base of the receiving unit are their operating current requirements and contact material. Their function is to reproduce the line signals in a local circuit for the operation of the selector magnets. Relays are jack mounted to facilitate easy removal.

b. OPERATION. The bias (2–7) winding (fig. 315) is supplied with 30 milliamperes of steady current from the power source. When a marking signal is being received there is 60 milliamperes of current flowing in the receive circuit, thus energizing the line (3–6) relay winding. The 60 milliampere marking current in the line winding overcomes the 30 milliamperes or steady current in the bias winding and causes the relay to move to the "M" (marking) side under the influence of an effective force of 30 milliamperes of marking current through one winding. This completes the circuit to the selector magnets. When no current is flowing in the line (signal) circuit (as during a spacing impulse) the line winding becomes de-energized and the bias winding, which has 30 milliamperes of current flowing through it all the time, pulls the armature to the "S" (spacing) side, thus opening the selector magnet circuit.

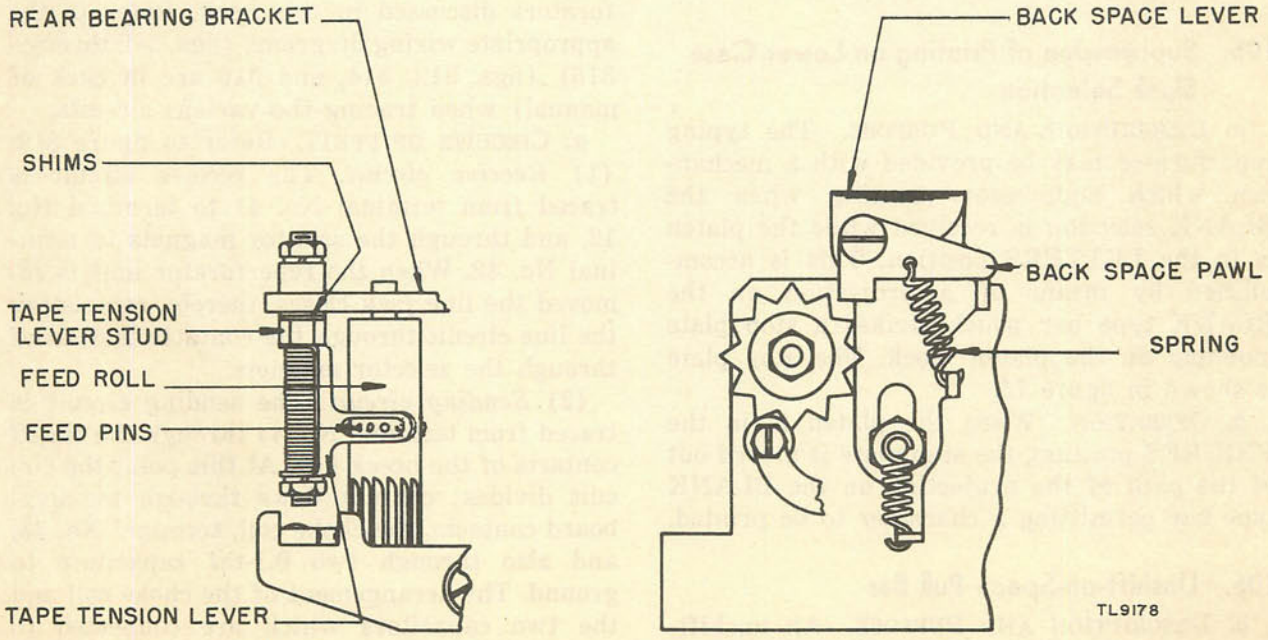


Figure 84. Backspace mechanism.

102. Line and Selector Circuit-Closing Jack

On bases equipped with line relays, the relay mounting plate is sometimes provided with a jack which automatically shunts the line and selector-magnet slip-connection terminals when the relay is removed from its mounting. The purpose of this jack is to permit removal of the relay for examination or replacement without opening the signal line or selector circuit. The jack is mounted on the line-relay mounting plate and its contacts are held open by a plunger which the relay base depresses when the relay is in place.

103. Keyboard Lock-Out

Keyboard bases may be equipped with a device which will prevent the keylevers from being operated. This device is mounted on the front keylever guide and consists of a comb-shaped lever with elongated mounting holes. The keylevers are locked by positioning the lock-out lever so that its projections are under the keylevers. The right-hand end of the lever is provided with a handle.

104. Radio-Frequency Induction Suppressors

Radio-frequency induction suppressors may be connected across various operating contacts to suppress radio-frequency induction, permitting radio receiving sets to be used in close proximity to the typing reperforator.

105. Suppression of Printing on Lower Case Blank Selection

a. DESCRIPTION AND PURPOSE. The typing reperforator may be provided with a mechanism which suppresses printing when the BLANK selection is received while the platen is in the LETTERS position. This is accomplished by means of a projection on the BLANK type bar which strikes a stop plate mounted on the platen block. The stop plate is shown in figure 73.

b. OPERATION. When the platen is in the FIGURES position, the stop plate is moved out of the path of the projection on the BLANK type bar permitting a character to be printed.

106. Unshift-on-Space Pull Bar

a. DESCRIPTION AND PURPOSE. An unshift-on-space pull bar is provided on units arranged to unshift when the code combination for SPACE as well as on LETTERS is received. If the unshift-on-space feature is not desired, move the upper end of the unshift-on-space pull bar to a slot in the pull-bar guide where it will be inoperative.

b. OPERATION. When the SPACE signal is received, the unshift-on-space pull bar is selected and operates the shift rocker lever in the same manner as the LETTERS pull bar. The SPACE and LETTERS pull bars are shown in figure 74.

107. Polar-Neutral Key

a. DESCRIPTION AND PURPOSE. Bases equipped with a relay may be equipped with a polar-neutral key. This key makes the necessary changes in the circuit which permit the reception or transmission of polar signals when the key is pushed in, or neutral (make-break) signals, when the key is pulled out.

b. OPERATION. When a relay is used and the polar-neutral key is in the neutral (pulled-out) position, the circuit is closed through the bias (2–7) winding of the polar relay. Placing the key in the polar (pushed-in) position opens the circuit through the bias (2–7) winding.

108. Circuit Analysis

The following subparagraphs include a brief circuit analysis for each of the typing reperforators discussed in this book. Refer to the appropriate wiring diagrams (figs. 312 through 316) (figs. 312, 314, and 316 are in back of manual) when tracing the various circuits.

a. CIRCUITS OF FPR17. Refer to figure 312. (1) *Receive circuit.* The receive circuit is traced from terminal No. 41 to terminal No. 12, and through the selector magnets to terminal No. 42. When the reperforator unit is removed the line jack closes, thereby completing the line circuit through the contacts instead of through the selector magnets.

(2) *Sending circuit.* The sending circuit is traced from terminal No. 44 through the closed contacts of the break key. At this point the circuit divides; current flows through the keyboard contacts, the choke coil, terminal No. 43, and also through two 0.1-mf capacitors to ground. The arrangement of the choke coil and the two capacitors which are connected to ground serves as a filter which suppresses

radio-frequency interference. The filter circuit also insures an even flow of current, thereby reducing sparking across the keyboard contacts.

(3) *End-of-line indicator lamp circuit.* The end-of-line indicator lamp circuit may be traced from terminal No. 21 through terminal No. 15, and through the closed indicator contacts. (The contacts are closed by the worm follower as it nears the end of the worm gear.) Current flows to terminal No. 14, through the indicator lamp, to terminal No. 13, through the closed motor switch, and to terminal No. 23.

(4) *Power circuit.* The power circuit begins at the connection box of the reperforator transmitter and flows through terminal Nos. 21, 22, and 23. From terminal No. 21 the circuit is traced to terminal No. 15, and to one side of the armature. From terminal No. 23 the circuit is traced through the motor switch, to terminal No. 13, and to the remaining side of the armature. Refer to paragraph 69 for an analysis of the motor circuit.

b. CIRCUITS OF FPR5. Refer to figure 313. (1) *Receive circuit.* The receive circuit may be traced from the tip of the receive plug to terminal No. 12, to one selector magnet, and through the other magnet to terminal No. 11 and to the sleeve of the plug.

(2) *Power circuit.* The power circuit is traced from one prong of the power plug, to terminal No. 13, through the motor windings, to terminal No. 15, and back to the other prong of the plug.

c. CIRCUITS OF FPR21. Refer to fig. 314. (1) *Receive circuit.* Trace the receive circuit from the sleeve of the red shell plug to terminal No. 42, to terminal No. 45, to terminal No. 11, and through the selector magnets to terminal No. 12. If the series-parallel switch is in the *series* position, the total resistance of the selector magnets is 210 ohms; if the switch is in the *parallel* position, the resistance of the magnets is approximately 53 ohms. From terminal No. 12 the circuit is traced to terminal No. 46, to terminal No. 41, and to the tip of the red shell plug. One lead to the line jack is connected between terminal Nos. 11 and 45, the other lead is connected between terminal Nos. 12 and 46.

(2) *Power circuit.* The power connections are made to terminal Nos. 21, 22, and 23. From terminal No. 23 the circuit goes through terminal No. 13 to one side of the armature. From terminal No. 22 the circuit is traced through terminal No. 15 to the remaining side of the armature. The motor switch is connected between terminal Nos. 21 and 22.

(3) *Synchronizing circuit.* The clutch lever contacts when closed complete a synchronizing circuit, housed within the equipment table, which transmits artificial start impulses. (See TM 11–2210.)

d. CIRCUITS OF FPR23. Refer to figure 315. (1) *Receive line circuit.* The receive (signal) circuit may be traced from the tip of the red shell plug to terminal No. 42, to terminal No. 6 of the line relay base, through a winding of the relay, to terminal No. 3 of the relay base, to terminal No. 41, and to the sleeve of the red shell plug. If the relay is not used as shown in figure 316 the circuit is traced from the tip of the red shell plug, to terminal No. 42, to terminal No. 6 of the relay mounting, through closed contacts of the circuits-closing jack, to terminal No. 3, to terminal No. 41, and the sleeve of the red shell plug. A lead is also connected to terminal No. 3 of the relay mounting through a 0.01-mf capacitor to ground.

(2) *Selector magnet circuit.* The selector magnet circuit is traced from terminal No. 25 (negative) through the 600-ohm resistor to relay terminal No. 1, to relay armature, to relay "M" contact, to relay terminal No. 4, through the 400-ohm resistor, through a 600-ohm resistor, to terminal No. 45, to one side of the line jack to terminal No. 12, through the selector magnet to terminal No. 11, to the other side of the line jack to terminal No. 46, and to terminal No. 24 (positive). This circuit is established for a marking impulse. The line jack closes the line when the reperforator unit is removed from the base, preventing an open circuit to other teletypewriter equipment which may be connected to the reperforator. The line jack will also short-circuit the selector magnet if it is not opened by the insulating block when the reperforator unit is set on the base. A separate circuit is shunted around the magnet at the same time the magnet circuit is opened at the relay contacts for a spacing impulse. This shunt circuit is the same as the regular magnet circuit up to and including the relay

armature, to the "S" contact, to relay terminal No. 5, through a 400-ohm resistor, through 810-ohm resistor to terminal No. 24. This circuit is in effect during a spacing impulse. The two 0.1-mf capacitors connected in series across relay terminal Nos. 4 and 5, and the 0.01-mf capacitor connected between terminal No. 5 and ground serve as a filter to suppress sparking at the relay contacts.

(3) *Motor circuit.* The motor circuit may be traced from one prong of the 110-volt a-c plug to terminal No. 22, to terminal No. 13, and to one side of the armature. The other power lead goes from the remaining prong of the plug to terminal No. 23, to terminal No. 15, and to the other side of the armature. The motor switch is connected across terminal Nos. 21 and 23.

(4) *Power circuit.* The power circuit is traced from the minus prong of the 120-volt d-c power cord plug to terminal No. 25. After terminal No. 25 the circuit divides, current flows through a 2,000-ohm resistor to terminal No. 40, to terminal No. 27, to terminal No. 29, to terminal No. 2 on the relay base, through a winding of the relay, to terminal No. 7, to terminal No. 34, through a 2,000-ohm resistor, to terminal No. 24, and to the positive prong of the power plug. A lead is connected to one end of the 2,000-ohm resistor (after terminal No. 25) to one end of a 600-ohm resistor as mentioned in (2) above.

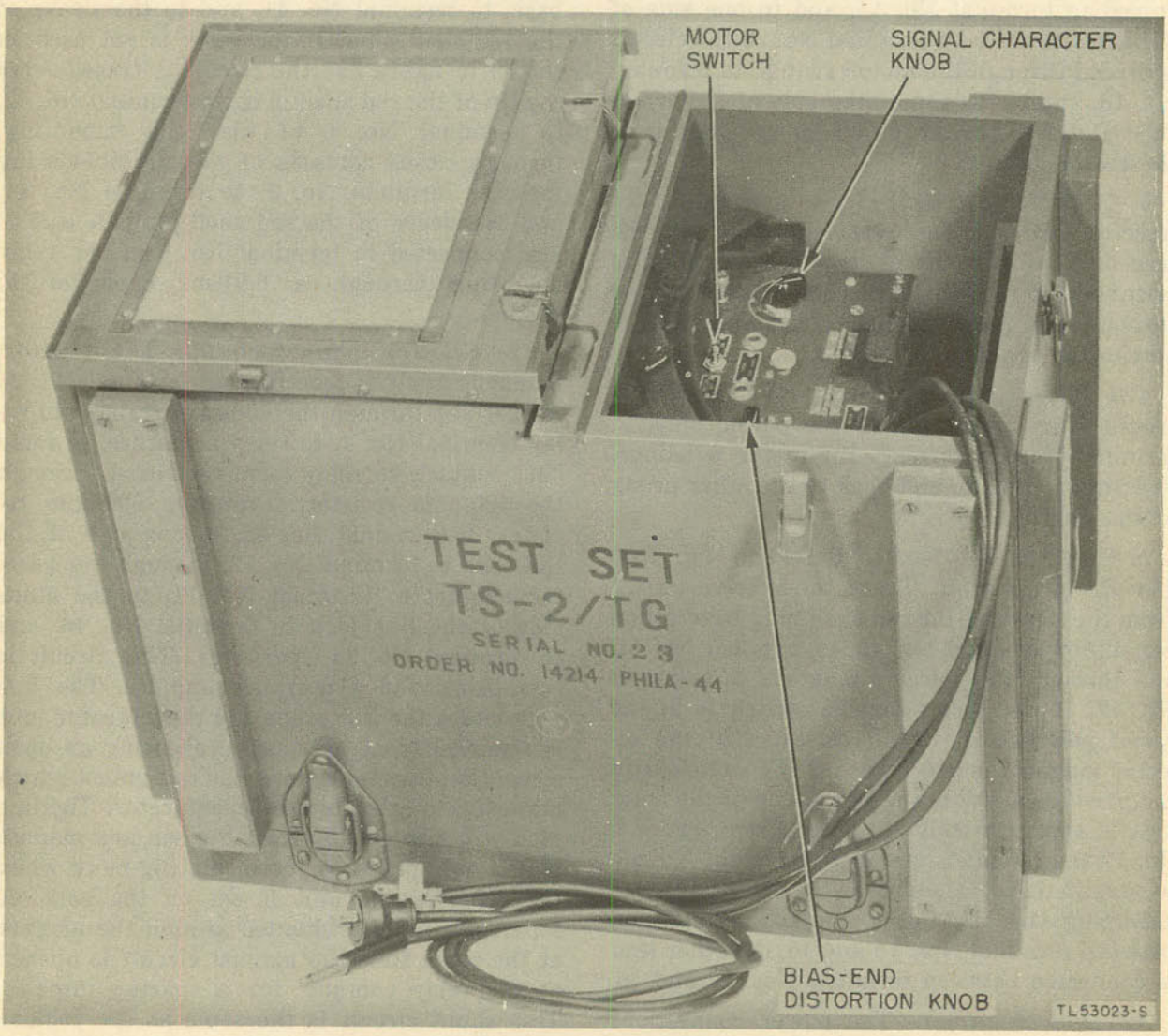


Figure 85. Test Set TS-2/TG with chest cover open.

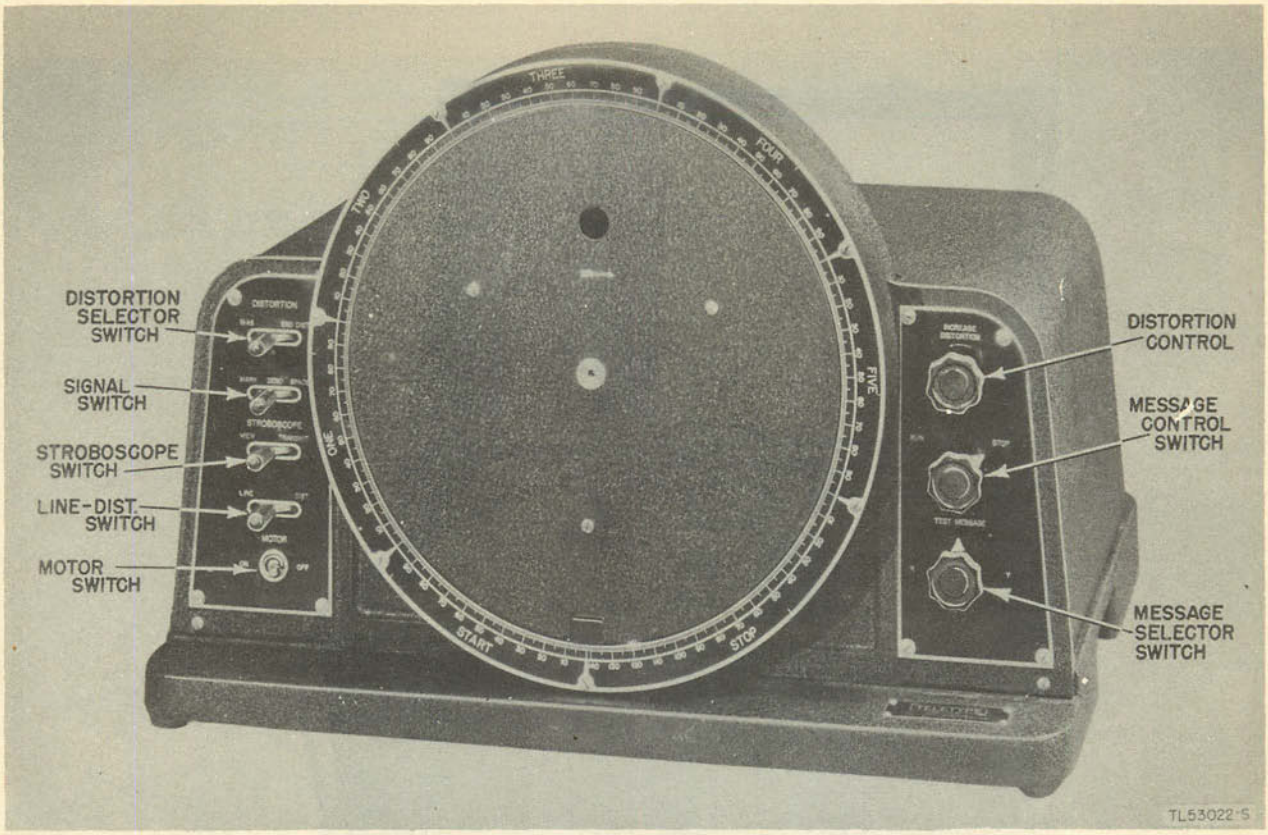


Figure 86. Distortion Test Set TS–383/GG.

Section XII. TEST EQUIPMENT

109. Test Sets

a. GENERAL. Any of the commonly used volt-ohm-milliammeters are satisfactory for testing the current flow in, and continuity, insulation, or resistance of the electrical circuits in the teletypewriter. The subparagraphs below give a brief description and the purpose of the other test sets most frequently used by teletypewriter repairmen.

b. TEST SET TS–2/TG. Test Set TS–2/TG (fig. 85) is a portable, motor-driven unit arranged to transmit normal or distorted signals for testing teletypewriter circuits and checking the efficiency of start-stop selector units on teletypewriters. It sets up two types of distortion, marking or spacing bias, and marking or spacing end distortion. Any one of four test signals: R, Y, SPACE, or a test message, may be transmitted continuously by the test set. For a detailed description of this test set, refer to TM 11–2208.

c. DISTORTION TEST SET TS-383/GG. Distortion Test Set TS-383/GG (fig. 86) is a motor-driven unit normally used in the larger repair shops. In addition to the characters and functions transmitted by Test Set TS-2/TG, Distortion Test Set TS-383/GG will transmit the Y, T, O, M, V, and LETTERS characters and functions. These transmissions are sent either undistorted or with a controlled degree of distortion up to 100 percent. Distortion Test Set TS–383/GG is also designed to receive and analyze distortion in the transmitting circuit of a teletypewriter. Refer to TM 11–2217 for a complete description of this test set.

d. TEST SET I–193–A. Test Set I–193–A (fig. 87) is a compact, portable unit which provides electrical circuits for testing and adjusting

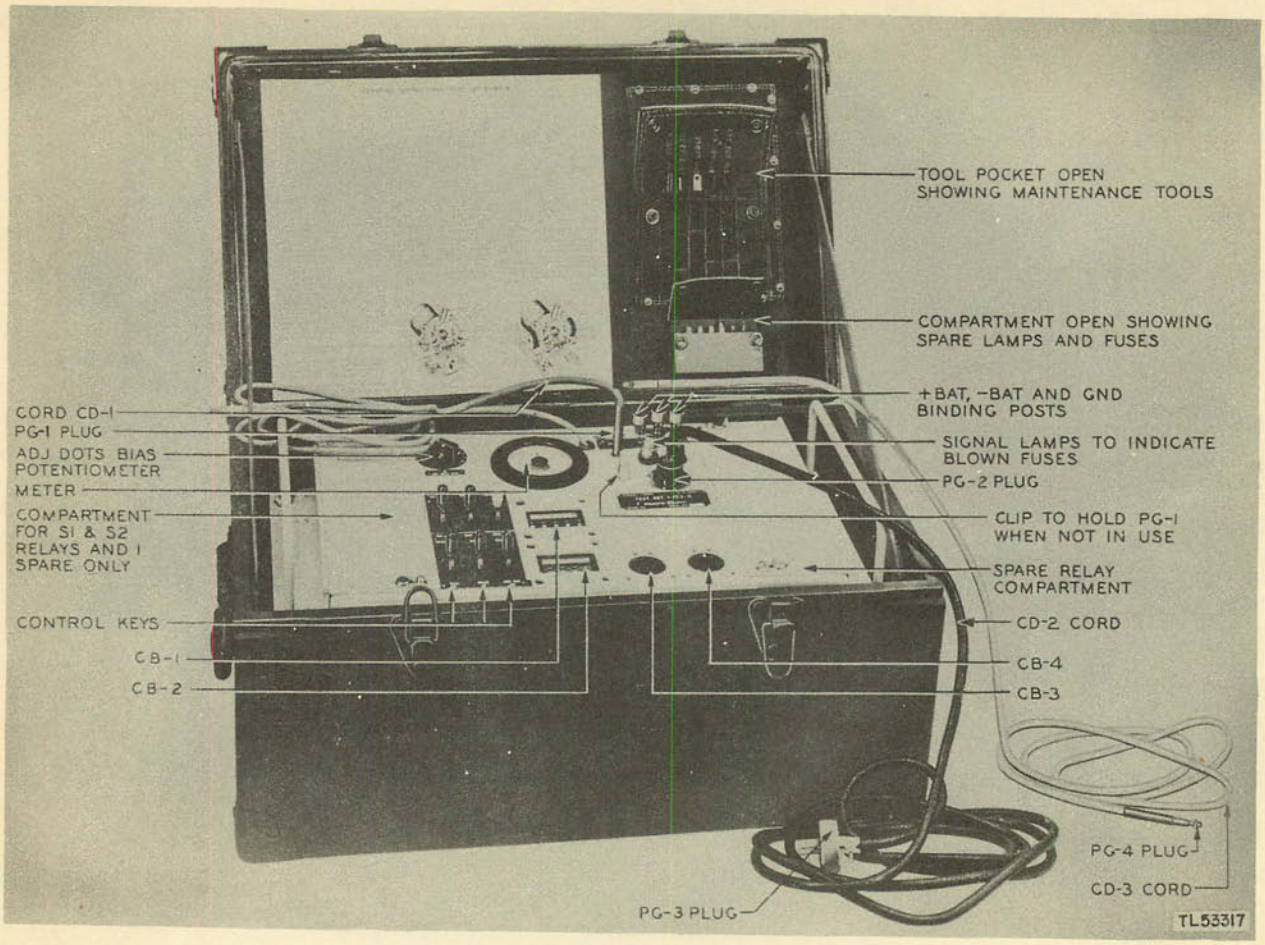


Figure 87. Test Set I—193—A with cover raised.

polar relays. Use of the test set enables the repairman to accurately adjust the relay to its proper operating requirements. Refer to TM 11–2513 for complete instructions on using the I–193–A test set.

e. TEST UNIT I–236. Test Unit I–236 (fig. 88) is designed to check the continuity of teletypewriter circuits, to differentiate between a-c and d-c voltages, to check fuses, and to test capacitors. Refer to TM 11–2056 for a complete description of this test unit.

110. Additional Tools

a. GENERAL. The detailed repair instructions in section XIV refer to the use of certain tools which are not furnished as part of Tool Equipment TE–50. These additional tools, or their equivalents, are usually available in higher echelon maintenance kits intended for use where extensive reperforators repairs are completed. In some instances where tools are not available, suitable substitutes may be improvised for use in higher echelon shops. Lower echelons should not attempt repairs which are the responsibility of higher echelon shops. Refer to paragraph 48 and figure 34 for a complete listing and illustration of tools furnished in Tool Equipment TE–50. The additional tools are listed in *b* below.

b. LIST OF ADDITIONAL TOOLS. Figure 90 illustrates the bearing puller which is included among the additional tools referred to in the test and repair instructions. The Signal Corps stock numbers are listed in the table below.

c. DRILLS, TAPS, DIES, CLAMPS, ETC. A set of various sizes of drills, (carbon or high-speed

steel) and either a hand drill or an electrical drill should be available for making new parts or reworking old parts. A set of taps and dies for several common sizes of screws and bolts should also be available. Clamps may be any type or suitable size.

Signal Corps stock No.	Name of tool	Description
4T84020	Bearing puller	Designed for removing all types of teletypewriter motor armature bearings.
6R46290	Undercutter, mica	Designed for cutting commutator segments.
6R4774-6	Pliers, short-nose	Heavy, 6″ long, 1″ wide; general use.
4T76289	Wrench, slotted nut	Designed for holding the adjustable clutch disk of mainshaft friction clutch while the locknut is being tightened against it.
	Spanner wrench	Designed to hold adjustable clutch disk while tightening the locknut against it.

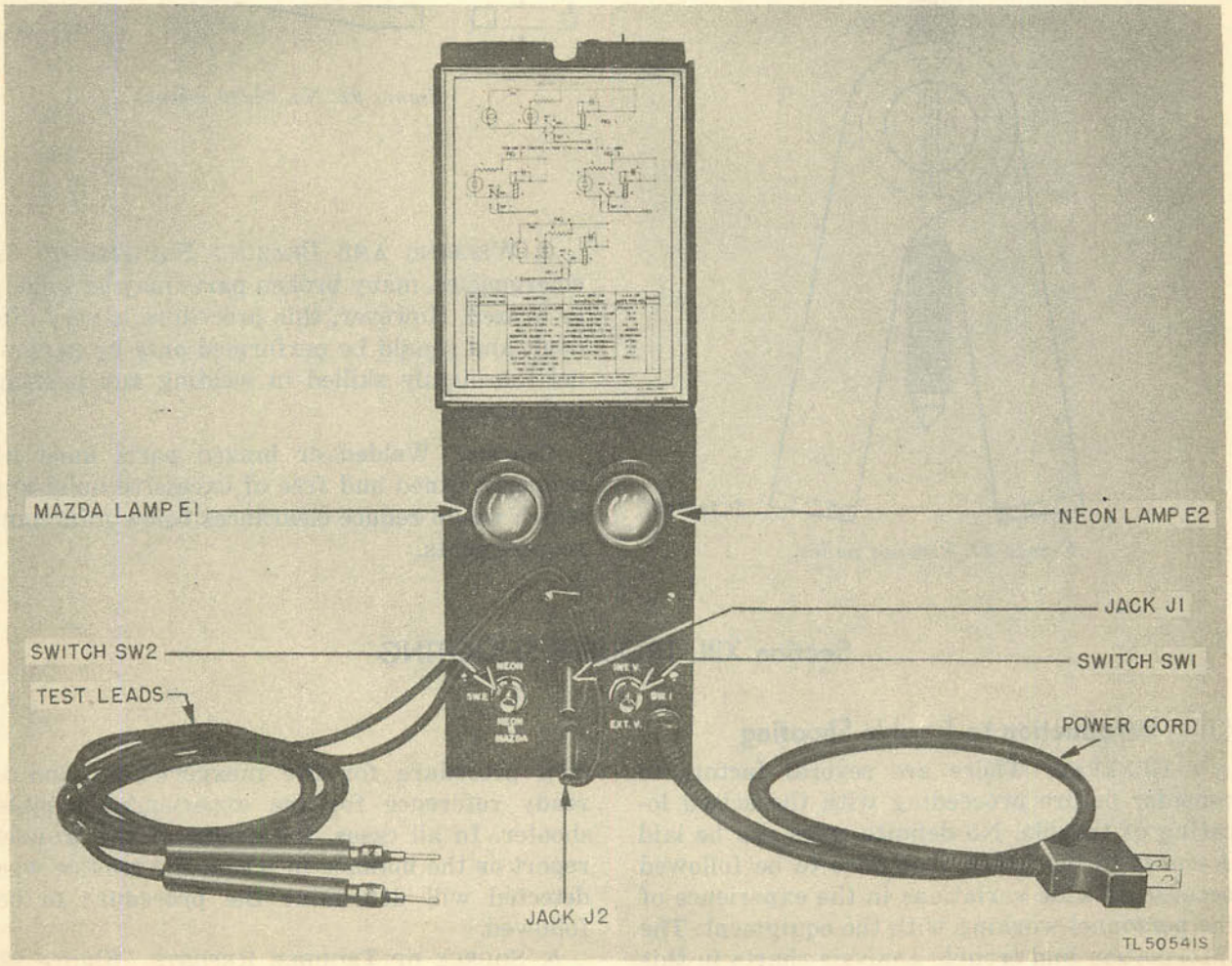


Figure 88. Top view of Test Unit I—236.

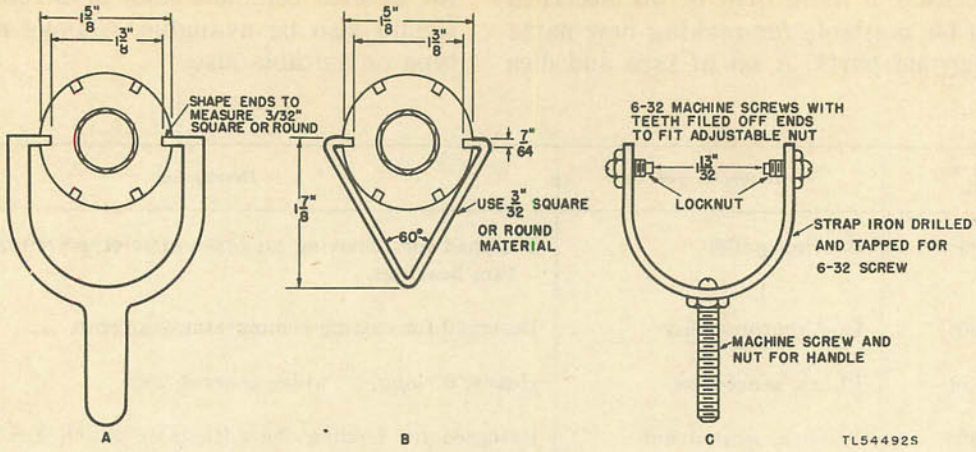


Figure 89. Spanner wrenches.

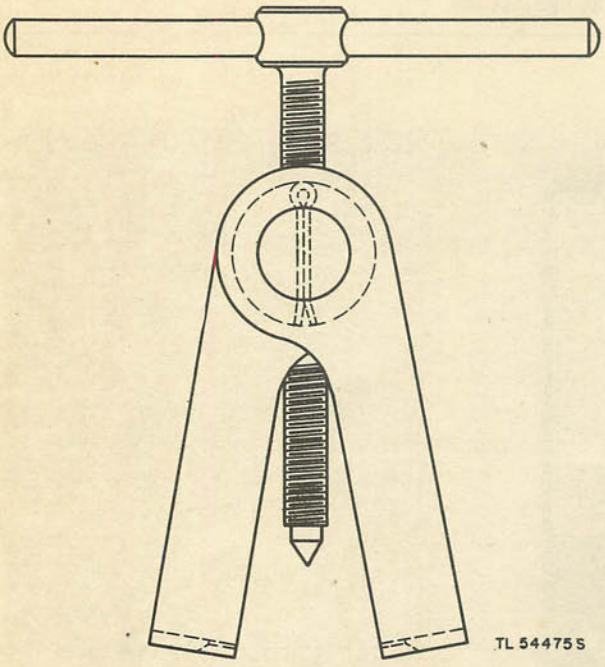


Figure 90. Bearing puller.

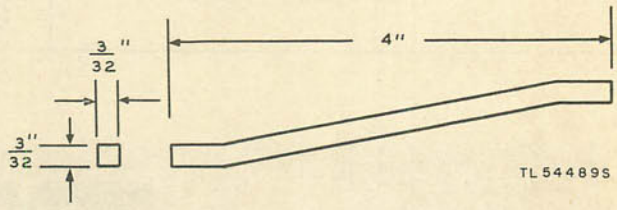


Figure 91. No. 76289 wrench.

d. WELDING AND BRAZING EQUIPMENT. In emergencies, many broken parts may be welded or brazed. However, this procedure is very difficult and should be performed *only* by personnel thoroughly skilled in welding and brazing techniques.

Caution: Welded or brazed parts must be properly alined and free of excessive build-ups which would reduce clearances below minimum requirements.

Section XIII. TROUBLE SHOOTING

111. Introduction to Trouble Shooting

a. GENERAL. There are several factors to consider before proceeding with the actual locating of trouble. No definite rules can be laid down as to the exact procedure to be followed because of wide variations in the experience of the personnel working with the equipment. The information and trouble-analysis charts in this section are intended to provide both a step-by-step procedure for the inexperienced and a ready reference for the experienced trouble shooter. In all cases, the origin of the trouble report or the manner in which the trouble was detected will determine the procedure to be followed.

b. SOURCE OF TROUBLE REPORTS. Figure 92 is an example of a typical trouble record.

Troubles reported may be divided into two classes:

(1) Troubles that are reported in such a manner that they may be due either to a failure of the typing reperforator or a failure in other equipment or connecting facilities. In some cases, these troubles may be intermittent and require extensive routine checks of all equipment and facilities before they can be definitely located. The substitution of typing reperforators known to be in good condition is frequently the fastest method of proving which part of the circuit is the source of the intermittent trouble.

(2) Troubles which are readily apparent or which are definitely identified by a trouble report as being located in a particular part or unit.

c. TROUBLES DETECTED BY INSPECTION. Trouble found during routine check of the equipment or while inspecting the equipment during a major overhaul will usually be definite in nature. In some cases, however, these troubles may require detailed analysis using special testing equipment discussed in section XII.

d. TROUBLE ANALYSIS. Thorough knowledge of the sequence of operation for each functioning element in the typing reperforator is of fundamental importance in analyzing trouble. The trouble shooter must be able to prove quickly whether trouble is in a particular assembly or in other parts of the reperforator. The appearance of a particular operating failure may immediately indicate the exact location of the faulty adjustment or the damage; if not, it will be necessary to determine with exactness those functions which are operating properly and those which are failing to do so.

e. PROCESS OF ELIMINATION. By determining which of the transmitting, receiving, and common functions of the reperforator do, and which do not operate properly, the trouble shooter will eliminate the possibility of wasting time and effort. The trouble-analysis chart listing the most commonly-observed faults is of considerable assistance in determining the best sequence and testing procedure for a particular condition. By sending to and receiving from a second reperforator or teletypewriter, the trouble is proved to be in either the transmitting, receiving, or common functions. A local or dummy testing circuit can also be used when a second typing reperforator is not readily available. When a definite observed fault has been found, refer to the paragraph for a related list of indicated conditions and select the items that would logically be the cause of the fault.

f. LOCALIZING TROUBLE. When it has been determined either by observation or testing which of the units or functions is causing the trouble the next step is to isolate or localize the trouble in a particular electrical circuit or mechanical element. The trouble-analysis charts listed in paragraph 112 provide reference data for both electrical and mechanical failures. Information on the best procedures for locating the more common troubles are furnished in paragraphs 113 through 125.

TYPING REPERFORATOR TROUBLE RECORD

TG-26-A MODEL		FK105KH BASE	SERIAL NUMBERS 105738 MOTOR UNIT	FPR17FN226 REPERFORATOR UNIT	SET NO. 4		
DATE	TIME	REPORTED BY	TROUBLE REPORTED	DISPOSITION	DATE	TIME	CLEARED BY
4 DEC	0725	R.K.E.	MOTOR FAILS TO START.	OILED MAIN SHAFT.	4 DEC	0745	H.M.G.
11 DEC	1944	A.R.B.	RIBBON FAILS TO REVERSE	TIGHTENED RIBBON SHAFT COLLAR	11 DEC	2005	W.R.R.
19 DEC	1030	P.H.R.	PRINTS INCORRECT LETTERS AT TIMES.	CLEANED GOVERNOR CONTACTS.	19 DEC	0630	C.E.L.

TL 55859S

Figure 92. Typical trouble record.

112. Tabular List of Trouble Conditions for Typing Reperforators

Chart	Condition	Observed fault
A		Motor fails to start.
B	Starts.	Runs open.
C	Runs closed.	Cannot send.
D	Runs closed.	Cannot receive.
E	Prints and perforates.	Range finder has poor range.
F	Prints and perforates.	Prints scrambled letters or occasional errors.
	TYPING REPERFORATOR OPERATES CORRECTLY EXCEPT:	
G		Ribbon remains motionless or does not oscillate.
H		Ribbon does not reverse.
I		Tape-perforator assembly does not cut proper or clean tape.
J		Tape feed-out control mechanism fails to operate properly.
K		Platen mechanism fails to function properly.
L		Emits grinding noise.
M		Bell does not operate (letter S prints correctly).
N		Tape-out alarm bell fails to operate.
O		Fails to print properly.

Trouble-analysis chart A. Typing reperforator fails to start

Item No.	Items to be inspected or checked	Possible trouble	Corrective action	Reference data		
				Detailed function	Repairs	Adjustments
1	Power source.	Open, low voltage, poor voltage regulator	Use another power source.		Par. 114	
2	Governor contacts.	Open, dirty, or burned away.	Clean or replace and adjust.	Par. 69	Pars. 115, 121, 146, 148-150	Pars. 215, 217
3	Slip connections.	Open contacts between base and reperforator unit.	Clean and adjust contact.	Pars. 2*b*, *c*; 4*b*; 5*b*	Par. 121	Par. 198
4	Motor (internal).	Open windings, poor brushes.	Replace brushes or motor.		Pars. 115, 121, 140-143	
5	Main shaft.	Clutches dry, or bearings frozen tight	Locate and correct trouble in typing unit.	Pars. 70, 85	Pars. 121, 163, 164	Par. 224

Note. See figures 312 to 317 inclusive for wiring diagrams of the typing reperforators.

Trouble-analysis chart B. Motor starts but typing reperforator runs open

Item No.	Items to be inspected or checked	Possible trouble	Corrective action	Reference data		
				Detailed function	Repairs	Adjustments
1	External circuits. a. Line connections.	Line open or shorted.	Inform wire chief.	Pars. 2*b*, 4*b*, 5*b*	Par. 113	
	b. D-c voltage source.	No voltage, voltage low, or wrong polarity.	Replace fuse, or reverse polarity.			
	c. Signal turn-over.	Space received instead of mark.	Reverse line leads if on polar operation.	See TM 11-2005	Pars. 113, 125	
2	Wiring (internal).	Damaged or excessively oil-soaked.	Repair or replace.	Par. 113	Pars. 113d, 115, 166	
3	Selector magnet circuit.	Circuit open or shorted.	Check back from receiving plug.	Par. 81	Pars. 113d, 122, 160	Pars. 241, 242, 244
4	Keyboard transmitter circuit.	Circuit open.	Check back from black SEND plug.	Par. 71	Pars. 113d, 156-158	Pars. 186-188
5	Selector trip-off eccentric screw.	Operates trip-latch when armature is in mark position.	Adjust.	Par. 81	Pars. 122, 160	Pars. 240, 260
6	Main-shaft clutch throw-out lever.	Loose spring.	Adjust.	Par. 85	Pars. 122, 163, 164	Pars. 225, 226
7	Slip connections.	Contacts dirty or open.	Clean and adjust.	Pars. 2*b*, *c*; 4*b*; 5*b*	Pars. 121, 166	Par. 198

Note. See figures 312 to 316 inclusive for wiring diagrams of the typing reperforators.

Trouble-analysis chart C. Typing reperforator runs closed but cannot send

Item No.	Items to be inspected or checked	Possible trouble	Corrective action	Reference data		
				Detailed function	Repairs	Adjustments
1	Transmitter contacts and wiring.	Contacts or wiring shorted	Locate and remove short circuit.	Pars. 17, 71	Pars. 113, 118, 158	Pars. 187, 188
2	Sending plug (black shell).	Plug shorted.	Remove short or replace plug.		Par. 118	
3	Trip-off pawl eccentric screw (keyboard).	Trip-off pawl does not engage intermediate pawl.	Readjust eccentric screw.	Par. 74		Pars. 173, 192, 194
4	Trip-off pawl spring.	Spring weak or broken.	Readjust or replace spring.	Par. 74		Pars. 192, 196
5	External connections.	Send jack shorted, or defective external relay.	Check operation with dummy test circuit.	Pars. 2*b*, 4*b*, 5*b*, 113	Par. 116	

Note. See figures 312 to 316 inclusive for wiring diagrams of the typing reperforators.

Trouble-analysis chart D. Typing reperforator runs closed but cannot receive

Item No.	Items to be inspected or checked	Possible trouble	Corrective action	Reference data		
				Detailed function	Repairs	Adjustments
1	External equipment.	Improper relay adjustment. Improper switch positions.	Refer to TM on associated equipment.		Par. 113	
2	Selector armature spring (if used).	Spring loose or broken.	Adjust or replace.	Par. 81	Pars. 113d, 115, 125, 160	Par. 254
3	Selector armature.	Armature pivots binding.	Loosen and adjust.	Par. 81	Par. 160	Pars. 230, 243
4	Selector trip-off eccentric screw.	Does not operate trip-latch plunger.	Adjust.	Par. 81	Par. 160	Pars. 240, 260
5	Main-shaft clutch throw-out lever.	Not operated by sixth cam of selector cams.	Adjust.	Par. 85	Pars. 163, 164	Pars. 225, 226
6	Receive circuit.	Open or short.	Clear open or short.	Pars. 17, 108	Par. 119	

Note. See figures 312 to 316 inclusive for wiring diagrams of the typing reperforators.

Trouble-analysis chart E. Typing reperforator prints and perforates but range finder has poor range

Item No.	Items to be inspected or checked	Possible trouble	Corrective action	Reference data		
				Detailed function	Repairs	Adjustments
1	Motor.	Speed incorrect.	Adjust with tuning fork.	Pars. 68, 69	Pars. 137-145	Pars. 29, 216
2	Motor governor.	Governor contacts burned.	Clean or replace.	Par. 69	Pars. 115, 138, 146, 148-150	Pars. 215, 217, 220, 221
3	Line current.	Too low or too high.	Adjust to 60 ma or use line relay and adjust bias.			
4	Selector armature spring.	Improper tension.	Adjust.	Par. 81	Pars. 113d, 115, 125, 160	Par. 254
5	Selector armature pivots.	Too tight.	Adjust.	Par. 81	Par. 160	Pars. 230, 243
6	Binding of swords, T-levers, bell cranks, or code bars.	Adjustments too tight, wrong lubricant, or dirt in moving parts.	Clean and adjust.	Pars. 81, 82, 87	Par. 160	Pars. 229, 231-233, 246, 251, 303, 304

Trouble-analysis chart E. Typing reperforator prints and perforates but range finder has poor range. (Con't.)

Item No.	Items to be inspected or checked	Possible trouble	Corrective action	Reference data		
				Detailed function	Repairs	Adjustments
7	Bell cranks.	Improper adjustment.	Readjust.	Pars. 81, 82, 87		Pars. 291, 303
8	Selector-cam sleeve.	Worn.	Replace.	Pars. 70, 81	Par. 163	Pars. 224, 317
9	Teletypewriter equipment at other end of circuit.	Teletypewriter slow or fast.	Request check motor speed.			
10	Selector mechanism.	Improper adjustment.	Make complete adjustment.	Par. 81	Pars. 125, 160	Pars. 228-235, 240-244

Note. See figures 312 to 316 inclusive for wiring diagrams of the typing reperforators.

Trouble-analysis chart F. Typing reperforator prints and perforates scrambled letters or occasional errors

Item No.	Items to be inspected or checked	Possible trouble	Corrective action	Reference data		
				Detailed function	Repairs	Adjustments
1	Line current.	Too low or too high.	Adjust to 60 ma or adjust line relay bias if using receive relay.	Par. 101		Par. 493 TM 11-2513
2	Range-finder assembly.	Improper setting.	Adjust to center of operating limits.	Par. 83	Par. 160	Par. 32
3	Keyboard sending contacts.	Contacts dirty or improperly adjusted.	Clean and adjust.	Pars. 17, 71	Pars. 113, 118, 158	Pars. 187, 188
4	Motor speed a. too high.	Shorted governor contacts, or governor adjustment.	Adjust speed with tuning fork.	Pars. 68, 69		Pars. 29, 216, 217, 220, 221
	b. too low.	Governor adjustment. Contacts burned. Excessive mainshaft friction clutch drag.	Adjust speed with tuning fork. Clean or replace contacts. Lubricate mainshaft gears and clutches.	Pars. 68, 69 Par. 70	Pars. 115, 146, 148-150 Pars. 54*e*, 163, 164	Pars. 29, 216, 217, 220, 221
5	See also chart E. Items 1 to 10 inclusive.					

Note. See figures 312 to 316 inclusive for wiring diagrams of the typing reperforators.

Trouble-analysis chart G. Typing reperforator prints but ribbon remains motionless or does not oscillate

Item No.	Items to be inspected or checked	Possible trouble	Corrective action	Reference data		
				Detailed function	Repairs	Adjustments
1	Ribbon spool-shaft and feed-shaft spur gears, and feed-shaft bevel-gears.	Gear setscrews loose or missing. Spur gears do not mesh.	Adjust, tighten and replace missing parts.	Par. 90		Pars. 267, 268, 269
2	Spool-shaft collar and spring.	Collar loose.	Adjust collar for correct spring compression.	Pars. 90, 91		Pars. 267, 269, 274
3	Feed-shaft detent-spring.	Missing or improper adjustment.	Replace, adjust.	Pars. 90, 91		Par. 275
4	Ribbon.	No eyelet near end to operate ribbon-reverse arm.	Replace, ribbon.	Par. 30		
5	Ribbon-reverse shaft.		Adjust.	Par. 91	Par. 160	Pars. 271, 272, 324
6	Ribbon-reverse pawl spring.	Loose or missing.	Replace.	Par. 91	Par. 160	Par. 281
7	Ribbon-reverse pawl.	Improper adjustment.	Adjust.	Par. 91	Par. 160	Pars. 273, 281
8	Ribbon feed-shaft ratchet.	Missing or worn teeth.	Replace.	Par. 90		Pars. 278, 280
9	Ribbon guide.	Bent or broken.	Replace.	Par. 30	Par. 160	Par. 306
10	Ribbon spool.	Not seated on spool shaft and pin.	Adjust.	Pars. 30, 90	Par. 160	Pars. 268, 270

Note. See figures 312 to 316 inclusive for wiring diagrams of the typing reperforators.

Trouble-analysis chart H. Typing reperforator prints but ribbon does not reverse

Item No.	Items to be inspected or checked	Possible trouble	Corrective action	Reference data		
				Detailed function	Repairs	Adjustments
1	Ribbon-reversing eyelets.	Missing or too near ribbon end.	Replace ribbon.	Pars. 30, 91		
2	Ribbon feed-shaft.	Sticks or incorrect adjustment.	Adjust.	Pars. 90, 91		Pars. 267, 275
3	Ribbon-spool shaft collar.	Collar loose.	Adjust and tighten.	Pars. 90, 91		Par. 267
4	Ribbon-reverse lever.	Improper angular adjustment.	Adjust and tighten.	Par. 90	Par. 160	Par. 281
5	Ribbon-reverse pawl springs.	Missing or broken.	Replace and check tension.	Par. 91	Par. 160	Par. 281

Note. See figures 312 to 316 inclusive for wiring diagrams of the typing reperforators.

Trouble-analysis chart I. Typing reperforator prints but does not cut proper or clean tape

Item No.	Items to be inspected or checked	Possible trouble	Corrective action	Reference data		
				Detailed function	Repairs	Adjustments
1	Punch-block assembly.	Improper alinement, binding, or dirty.	Clean or adjust.	Par. 88	Par. 165	
2	Punches.	Broken, worn, or dirty.	Clean or adjust.	Par. 88	Par. 165	Par. 295
3	Guide comb.	Improper alinement.	Adjust.	Par. 88	Par. 165	Par. 294
4	Tape guide.	Clogged with gum and dirt, or bent.	Clean or adjust.	Par. 31		Pars. 309, 313
5	Feed pawl.	Worn teeth on star wheel, weak spring.	Replace wheel or adjust spring.	Par. 89		Pars. 290, 298, 307
6	Feed roll.	Missing or broken feed pins.	Replace roll.	Par. 89		Pars. 287, 288, 289, 297, 299, 300
7	Upstop screw.	Improper adjustment.	Adjust.	Par. 88	Par. 165	Pars. 295, 296
8	Punch selector fingers.	Punch-engaging projection bent or broken.	Adjust or replace.	Par. 88	Par. 165	Pars. 286, 293, 294

Note. See figures 312 to 316 inclusive for wiring diagrams of the typing reperforators.

Trouble-analysis chart J. Typing reperforator prints and perforates but tape feed-out control mechanism fails to operate properly

Item No.	Items to be inspected or checked	Possible trouble	Corrective action	Reference data		
				Detailed function	Repairs	Adjustments
1	Push-button contacts.	Sprung, dirty, shorted, or burned.	Clean, adjust, or replace.	Par. 97		Pars. 335, 336
2	Feed-out control circuit.	Open or shorted.	Locate and clear open or short.	Par. 96		
3	Worm gear.	Worn gear threads, or worn ratchet.	Replace.	Par. 96		
4	Worm follower.	Broken, worn, or missing.	Replace.	Par. 96		Par. 344
5	Worm-follower spring.	Loose, missing, or incorrect tension.	Adjust or replace.	Par. 97		Pars. 322, 332
6	Feed-pawl spring.	Loose or missing.	Adjust or replace.	Par. 96		Pars. 333, 347
7	Worm-follower disengaging magnet.	Shorted, loose connections, or open winding.	Clear short, tighten connections, or replace magnet.	Par. 96		Pars. 318-321, 328, 329, 330
8	Worm-follower disengaging armature spring.	Loose or missing.	Adjust or replace.	Par. 96		Par. 323

Note. See figures 312 to 316 inclusive for wiring diagrams of the typing reperforators.

Trouble-analysis chart K. Typing reperforator prints and perforates but platen mechanism fails to function properly

Item No.	Items to be inspected or checked	Possible trouble	Corrective action	Reference data		
				Detailed function	Repairs	Adjustments
1	Rubber platen disk.	Worn or missing.	Replace.	Par. 93	Par. 160	
2	Platen shaft.	Improper lubrication or dirty shaft well.	Lubricate or clean.	Par. 93	Par. 160	Pars. 301, 311
3	Platen-shift spring.	Loose, broken, or improper tension.	Adjust or replace.	Par. 93	Par. 160	Par. 310
4	Platen-shift rocker.	Improper adjustment.	Adjust.	Par. 93	Par. 160	Par. 305
5	Shift lever.	Bent or improper adjustment.	Adjust or replace.	Par. 93	Par. 160	Pars. 305, 312
6	Shift rocker arm.	Lock-out lever arm out of engagement with lever.	Adjust.	Par. 93	Par. 160	Pars. 302, 305

Note. See figures 312 to 316 inclusive for wiring diagrams of the typing reperforators.

Trouble-analysis chart L. Typing reperforator prints and perforates but emits grinding noise

Item No.	Items to be inspected or checked	Possible trouble	Corrective action	Reference data		
				Detailed function	Repairs	Adjustments
1	Reperforator unit mounting plate.	Bent out of line.	Replace with complete unit.			
2	Main-shaft bearings.	Bearings broken or burned.	Replace and lubricate.	Par. 70	Pars. 54e, 163, 164	
3	Motor-mount adjusting screws.	Improper drive gear clearance.	Adjust.			Par. 227
4	Transmitting shaft.	Fiber gear worn or bearings worn.	Replace worn parts.	Par. 17	Par. 156	
5	Transmitter clutch throw-out lever.	Clutch clearance.	Adjust.	Pars. 71b, 72a, 74	Par. 157	Pars. 189, 195, 213
6	Main-shaft clutch throw-out lever.	Improper clutch clearance.	Adjust.	Par. 85	Pars. 163, 164	Pars. 222, 225, 226
7	Main-shaft gear, motor pinion gear.	Improper lubrication.	Lubricate.	Par. 70	Pars. 54e, 121, 163, 164	
8	Transmitting-shaft clutch.	Worn or broken teeth.	Replace.	Pars. 71b, 72	Par. 157	Par. 190
9	Motor (internal).	Worn or dirty bearings.	Clean or replace.	Par. 68	Pars. 138, 144	Par. 492

Note. See figures 312 to 316 inclusive for wiring diagrams of the typing reperforators.

Trouble-analysis chart M. Typing reperforator prints and perforates but bell does not operate (letter S prints correctly)

Item No.	Items to be inspected or checked	Possible trouble	Corrective action	Reference data		
				Detailed function	Repairs	Adjustments
1	Bell pull-bar spring.	Missing or broken.	Replace.	Pars. 86, 94	Par. 159	Par. 262
2	Pull-bar lock-out lever.	Binds or mounting screws missing or broken.	Adjust, or replace defective parts.	Par. 94		Par. 337
3	Bell-hammer spring.	Missing or broken.	Replace.	Par. 94	Par. 160	Par. 179
4	Bell hammer.	Binds at pivots.	Adjust pivots.	Par. 94		Par. 338
5	Lock-out lever arm.	Missing or broken.	Replace.	Par. 94		
6	Pull-bar lock-out lever mounting screw.	Missing or broken.	Replace.	Par. 94		
7	Eccentric screw.	Adjustment.	Adjust.	Par. 94		Par. 339
8	Bell pull bar.	Bar worn, or out of adjustment.	Replace, adjust.	Par. 94	Par. 159	Par. 337

Note. See figures 312 to 316 inclusive for wiring diagrams of the typing reperforators.

Trouble-analysis chart N. Typing reperforator operates but tape-out alarm bell fails to operate

Item No.	Items to be inspected or checked	Possible trouble	Corrective action	Reference data		
				Detailed function	Repairs	Adjustments
1	Bell-hammer spring.	Missing or broken.	Replace.	Par. 95	Par. 154	Par. 176
2	Locking pawl.	Adjustment.	Adjust.	Par. 95		Par. 180
3	Locking-pawl spring.	Missing or broken.	Replace.	Par. 95		Par. 181
4	Bell-hammer extension.	Binding or broken.	Adjust or replace.	Par. 95		Par. 178
5	Tape-out lever.	Bent or broken.	Adjust or replace.	Par. 95		Pars. 174, 180

Note. See figures 312 to 316 inclusive for wiring diagrams of the typing reperforators.

Trouble-analysis chart O. Typing reperforator perforates but fails to print properly

Item No.	Items to be inspected or checked	Possible trouble	Corrective action	Reference data		
				Detailed function	Repairs	Adjustments
1	Type bars.	Worn or missing type pallets.	Replace type pallets.	Par. 86	Pars. 160, 161	
2	Pull bars.	Incorrect spring tension, worn or broken teeth at bottom of bar.	Replace or adjust.	Par. 86	Par. 160	Pars. 261-265, 282, 283, 314
3	Code bars.	Binding or improper adjustment.	Adjust.	Par. 87	Par. 160	Pars. 265, 291, 292
4	Transmitter contacts.	Incorrect contact gap.	Adjust.	Pars. 17, 71	Pars. 113, 118, 158	Par. 187
5	Selector bars.	Incorrect spacing.	Remove shims from under selector bar brackets.	Par. 73		
6	Selector magnet armature.	Loose.	Adjust pivot screws.	Par. 81	Par. 160	Pars. 230, 243
7	Pull bars and code bars.	Incorrect clearance.	Adjust.	Pars. 86, 87	Par. 160	Par. 265
8	Selector mechanism.	See chart D, items 2, 3, and 4.		Pars. 81, 82	Par. 160	Pars. 228-235, 240-244
9	Platen mechanism.	See chart K, items 1 through 10.		Par. 93		Pars. 301-305, 310-312

Note. See figures 312 to 316 inclusive for wiring diagrams of the typing reperforators.

113. Localization of Electrical Troubles

a. GENERAL. Electrical circuits in the typing reperforator are provided with connecting terminals at points where it will be necessary to connect or disconnect circuits or units. Do not disturb the wiring any more than necessary in testing and inspection. The majority of electrical troubles will be found at contacts, or where the insulation on wire, or between metal parts has been damaged. The repairman must be familiar with the use of schematic and wiring diagrams and must use them while making point-to-point checks of the teletypewriter circuits until the fault is located. Schematic wiring diagrams of external equipment to which the teletypewriter is connected will furnish information which will be of great assistance to the repairman in setting up circuits for testing and localizing the teletypewriter trouble. Detailed procedures for localizing electrical troubles are furnished in paragraph 114 for the power circuit and in paragraphs 116 through 119 for the signal circuits.

b. TESTING PROCEDURE. The actual procedure for locating electrical troubles will vary, depending on whether the work is being done by lower echelons using Test Unit I–236 or by higher echelons where more accurate testing equipment may be available. The basic principles remain the same for any given trouble but certain troubles such as part of a resistor shorted-out or small variations in voltage cannot be accurately tested with Test Unit I–236.

All of the more common troubles can be located with this test unit, and the information in paragraph 115, and following paragraphs is arranged to start with the use of Test Unit I–236, and then give additional information for use by higher echelons involved in major overhaul of the equipment. When available, a milliammeter or a voltohmmeter may be used to indicate the location of electrical trouble.

c. TESTING CAPACITORS. Three possible trouble conditions that may occur in capacitors in the power and signal circuits are opens, shorts, and leakage (leakage is flow of current through a partially shorted-capacitor). Detailed instructions for the use of Test Unit I–236 for testing capacitors are furnished in TM 11–2056. Two alternate testing methods are the spark test described in (1), (2), and (3) below and the ohmmeter method described in (4) below.

Caution: Take extreme care to avoid personal injury from shock when handling charged capacitors or leads connected to power supplies that are in operation.

(1) When Test Unit I–236 is not available, capacitors may be tested by the *spark test.* In the spark test the capacitor is charged and then discharged by shorting the capacitor terminals with a screw driver and observing any spark that occurs or by connecting the terminals of the capacitor to a telephone headset or test receiver and listening for any click that occurs. Instructions for making the spark test are given in (2) and (3) below:

(2) For capacitors with a value of 0.1 mf or greater, disconnect the capacitor leads from the equipment and connect to a d-c power source of 90 volts or higher by means of suitable insulated test leads. After the capacitor has been connected to the d-c power source for a few moments, remove one of the test clips from the power supply; ALSO REMOVE THE OTHER END OF THE SAME TEST LEAD FROM THE CAPACITOR *before* turning off the power supply to prevent shorting the capacitor by accidentally shorting the leads. After giving the capacitor a charge, wait for 1 to 1½ minutes and then short-circuit the capacitor terminals with a screw driver. A spark should be seen if the capacitor is in good condition. If the capacitor is open, or partially or completely shorted, no spark will be seen.

(3) For capacitors with a value less than 0.1 mf, disconnect the capacitor leads from the equipment and charge as in (2) above. Wait 30 to 40 seconds after disconnecting the capacitor from the charging power supply and then connect the tips of a telephone headset or a test receiver across the terminals of the capacitor. A click should be heard in the test receiver as the test leads are placed on the capacitor terminals if the capacitor is in good condition. If the capacitor is open, or partially or completely shorted, no click will be heard. Be careful not to touch the bare metal on the tips of the headset cord when making this test.

(4) The *ohmmeter method* generally may be used to test capacitors having a value of 0.01 mf or more. When a good capacitor of sufficient size is connected to an ohmmeter, the needle will kick up-scale and then show open circuit. If the needle does not kick, the capacitor is open. A shorted capacitor gives a steady meter reading somewhere between zero and infinity, depending upon the resistance of the short.

d. TESTING RESISTORS AND CHECKING CIRCUIT CONTINUITY. Resistors may be tested and circuit continuity may be checked with Test Unit I–236 (par. 109*e*) or with an ohmmeter. Before measuring resistance or making continuity tests with any instrument that furnishes its own testing battery, completely disconnect the typing reperforator from external power and signal circuits, since false measurements may result and there is danger of damaging the measuring instrument. In most cases, resistances may be measured and circuit continuity checked without disconnecting any of the circuit elements. However, parts or circuits that are connected in parallel must be isolated before accurate tests or checks may be made. Connect individual circuits to the proper power supply for making point-to-point voltage checks and current-flow tests. DO NOT ATTEMPT TO MEASURE RESISTANCE WITH AN OHMMETER WHILE CURRENT FROM THE POWER SUPPLY IS FLOWING IN THE CIRCUITS.

e. CIRCUIT FOR TESTING. Localizing electrical troubles in the signal circuit requires some means of providing a normal 60-milliampere current in the closed circuit. A test made using this arrangement is called operating in a *local* or *dummy circuit,* thus distinguishing it from

a regular connection to a second typing reperforator. Inspections made after a major overhaul may be completed in a local circuit by using either a second typing reperforator as a standard for comparison, or by using special test equipment as described in section XIV.

114. Use of Test Unit I-236 for Localizing Electrical Trouble

a. GENERAL. Test Unit I–236 furnished as part of Tool Equipment TE–50 is described in detail in TM 11–2056. Its uses in locating electrical troubles in the signal and power circuits are described in this paragraph as compared with the voltmeters and ohmmeters which will be used by higher echelons. Test Unit I–236 is particularly designed as a lightweight durable test set for use by lower echelons. It is used to test continuity and voltages in place of the separate more delicately-constructed instruments normally used in higher echelons for major overhauls of teletypewriter equipment. To avoid duplicating information, the detailed discussions on localizing various electrical troubles are written to describe the use of the different test sets while *b* and *c* below explain how Test Unit I–236 is used by lower echelons in localizing electrical trouble.

b. VOLTAGE CHECKING. In localizing power troubles (par. 115), Test Unit I–236 is used in place of the a-c voltmeter in making line voltage checks of the various parts of the power circuit. The test leads of Test Unit I–236 should be placed on the same terminals as required in checking with a voltmeter. The switches on Test Unit I–236 should be as follows: SW1 should be in the INT. V. position, and SW2 should be in the NEON & MAZDA position. For tests that indicate no voltage or low voltage, neither light will light. Voltages less than normal line voltage can be compared by observing the change in brightness of the Mazda light on the line voltage and then on the voltage being tested.

c. CHECKING CONTINUITY. The continuity tests used in localizing electrical trouble in the signal circuits (par. 116) can be made with Test Unit I–236 in place of the ohmmeter as follows: Place SW1 on EXT. V., and SW2 on NEON, and place the power plug of Test Unit I–236 in a 115-volt, a-c or d-c power source. Place the test leads on the same terminals as required in the ohmmeter tests. Open circuits are indicated by the neon light not lighting. Shorts or high resistance between the leads are indicated by the neon light lighting. If the voltage is 115 volts dc and SW2 is placed on NEON & MAZDA, resistances of greater than 200 ohms will cause the neon bulb not to light.

115. Localization of Electrical Power Trouble

Power troubles may show up in various ways. If the typing reperforator motor does not run or cannot be brought up to proper speed, the trouble may be either external or within the reperforator. The following step-by-step procedure is used to locate the trouble.

a. TESTING LINE VOLTAGE. Using Test Unit I–236 or an a-c voltmeter if the power supply is ac, or a d-c voltmeter if the power is dc, check the line voltage at the power outlet. If the line voltage is between 110 and 125 volts, with the typing reperforator connected and the motor switch on, check for trouble within the typing reperforator.

b. TESTING GOVERNOR CONTACTS. (1) If the motor runs but is not up to proper speed, check the governor contacts. The contacts may be open, dirty, burned away, or may have incorrect contact spring tension.

(2) If there is a voltage between terminal Nos. 13 and 15 and the motor does not start, check for the following:

(*a*) Broken or bent brush springs.

(*b*) Dirty or worn contacts on the brush springs.

(*c*) Dirty contact surfaces on the inner and outer contact disks.

(*d*) Broken or bent contact spring.

(*e*) Improper contact surfaces between contact springs and the governor spring brackets.

(*f*) Burned out, worn, or dirty governor contacts.

(*g*) Bent or broken contact arm. If contact arm is not broken, check for proper contact arm spring tension.

c. CHECKING MOTOR BRUSHES. If a governed series motor does not run, check the motor brushes to see that they are properly seated and that proper connections are made to the brushes.

d. TESTING FOR VOLTAGE AT MOTOR TERMINALS. If motor does not run and trouble is not in governor, proceed as follows:

(1) Check motor brushes.

(2) Insert power cord in outlet.

(3) Remove typing reperforator unit from its base.

(4) Turn power switch in base to ON.

(5) Test voltage across the terminal Nos. 13 and 15. There should be no change in the voltage measured at the power outlet (see *a* above) and the voltage measured between terminal Nos. 13 and 15. Correct voltage measured up to this point indicates that the trouble is not in the power wiring and localizes the trouble to the reperforator unit.

e. TESTING FOR OPENS IN WIRING WITHIN BASE UNIT. If no voltage can be measured between terminal Nos. 13 and 15 of the base unit, the trouble can be localized by placing one voltmeter lead on terminal No. 21 and the other lead on each of the following terminals in turn: terminal Nos. 22, 13, and 23. Faults occur between the terminal where there is the first indication of voltage, and the preceding terminal. It is necessary to follow the appropriate wiring diagram closely when locating trouble in the above manner.

f. LOCATION OF CROSSES. Crosses between the motor circuit and either send or receive circuits, or both, may be the result of damaged insulation on adjacent leads and the bare copper wire making contact, or the terminals of a part in one circuit making contact with the terminals of a part or a lead with damaged insulation in the other circuits. Test for crosses as follows:

(1) Disconnect the typing reperforator from all external power and signal circuits.

(2) Connect one lead of Test Unit I–236 or an ohmmeter to one terminal of the power plug.

(3) Touch the other lead of Test Unit I–236 (or ohmmeter, whichever is used) to the tip and sleeve of the send (black) plug and the tip and sleeve of the receive (red) plug.

(4) Connect the lead of Test Unit I–236 to the other terminal of the power plug and repeat the process.

(*a*) Any indication of a closed circuit signifies a cross.

(*b*) The position of the test leads that gives the greatest indication usually shows which sides of the circuit are crossed.

(5) Check these portions of the circuits carefully to locate the exact point of the cross.

g. LOCATION OF GROUNDS. Grounds in the motor circuit may be the result of insulation being worn off leads and the bare copper wire making contact with the frame of the equipment, defective capacitors, and terminals of capacitors, resistors, or other parts touching the frame of the equipment. Test for grounds as follows:

(1) Disconnect the typing reperforator from all external power and signal circuits.

(2) Connect one lead of Test Unit I–236 or an ohmmeter to the frame of the equipment.

(3) Touch the other lead to the terminals of the power plug.

(*a*) Any continuous indication signifies a ground on the motor circuit. (Disregard the few minor flashes of the neon lamp on Test Unit I–236 or the slight kick of the needle on the ohmmeter when the test leads are first connected to the equipment, since this is due to initial charging of capacitors in the circuit.)

(*b*) The terminal that gives the greatest indication usually shows which side of the power circuit is grounded.

(4) Refer to paragraph 114 and following paragraphs for instruction on the use of Test Unit I–236. Refer to TM 11–2056 for detailed instructions on methods of testing capacitors, resistors, and circuit continuity.

116. Isolation of Trouble in Send or Receive Circuits

a. GENERAL. The actual connections used to arrange the send and receive circuits for testing will vary depending upon the equipment with which the typing reperforator is being operated. When no associated or test equipment is available to provide a 60-milliampere test circuit, a dummy circuit may be set up as described in *b* to *e* below.

b. USE OF BATTERY, RESISTOR, AND MILLIAMMETER TO SET UP A TEST CIRCUIT. Because of the resistance of the wiring and the selector magnets, a battery supply of at least 12 volts must be used. It is preferable to use a higher voltage and external protective resistance so that shorting out any part of the signal circuit will not cause excessive current to damage the milliammeter. The test circuit must consist

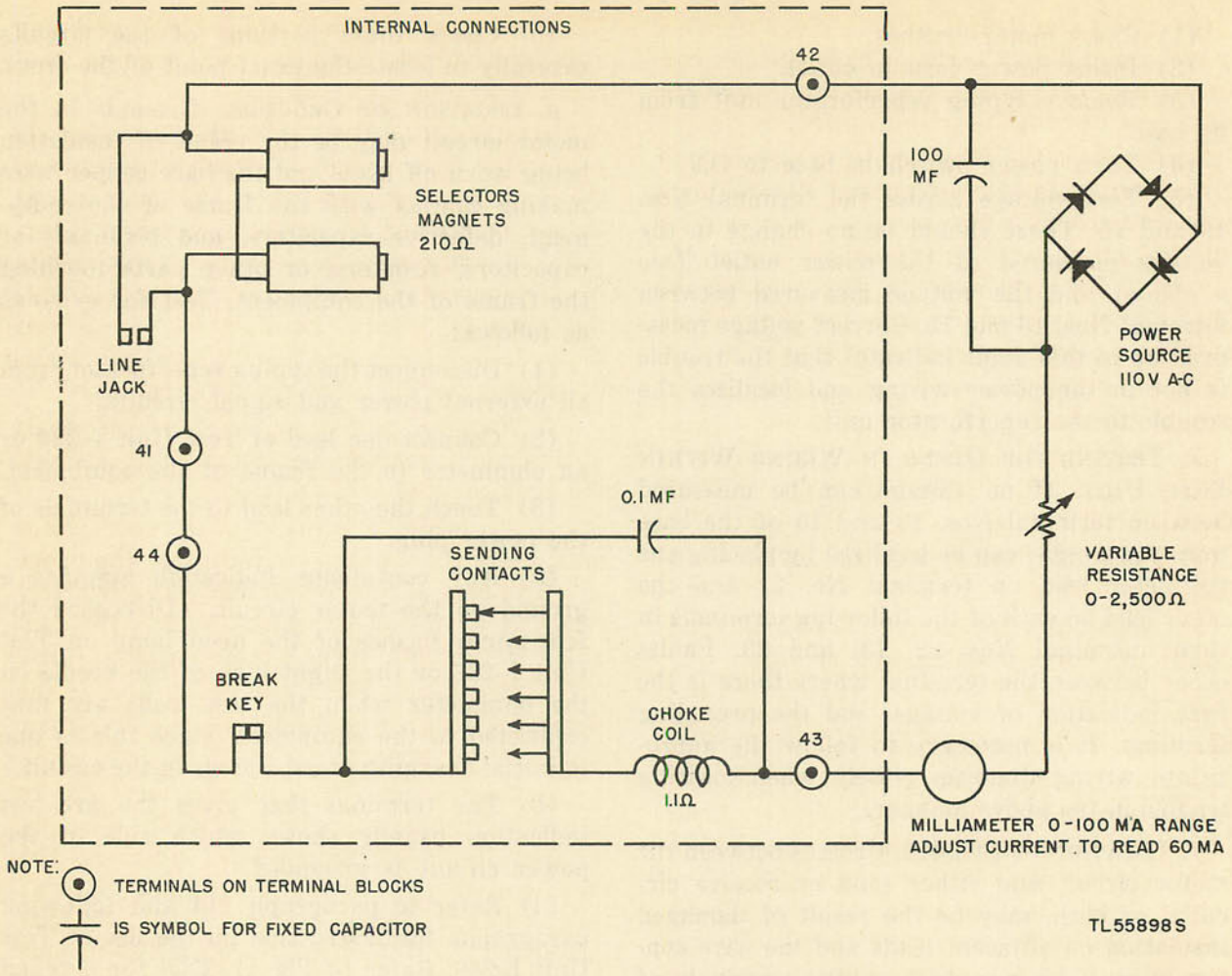


Figure 93. Dummy test circuit.

of the following circuit elements connected in series: the send and receive circuits, a d-c power source not to exceed 125 volts, a milliammeter, and a variable resistor whose resistance is sufficient to limit the current to 60 milliamperes (ma).

Caution: When shorting any part of the series circuit, make sure that sufficient resistance is left in the circuit to avoid damaging the milliammeter. For example, using 110-volt power source, there must always be 1,833 ohms in the series circuit to limit the current to 60 ma, or there must be 16 2/3 ohms for every volt of power source voltage.

c. SETTING UP DUMMY TEST CIRCUIT. Figure 93 shows a dummy test circuit which may be used to localize electrical trouble when other teletypewriter testing equipment is not available.

d. SETTING UP TEST CIRCUIT WITH SWITCHBOARD BD–100. Following is one of the methods which can be used in connecting Switchboard BD–100 as a dummy circuit. The send and receive plugs are not inserted directly into the OPERATOR'S PRINTER jacks because the internal circuits of Switchboard BD–100 do not provide the series circuit furnishing 60 milliamperes required for the test. Instead, the send and receive plugs of the teletypewriter are wired in series and connected to a pair of line terminals. This setup permits the line current in the series circuit to be adjusted to 60 milliamperes as indicated by the meter on Switchboard BD–100.

(1) Fasten the shells of the teletypewriter send and receive plugs together with friction tape so that the tip and sleeve of each plug is exposed but held apart.

(2) Short the sleeves of both plugs together by wrapping 3 or 4 turns of cleaned bare copper wire around both plug sleeves. Twist the ends tight to hold the wire in place.

(3) Connect the plug tips to a vacant pair of line terminals of Switchboard BD–100 by a piece of two-conductor insulated wire having test clips on one end. Snap one test clip on the tip of the red cord and the other clip on the tip of the black cord. Be sure the clips do not short the tip and sleeve of the plugs.

(4) Turn the line rheostat of the corresponding line to the IN postion.

(5) Place the line current supply switch to LINE CURRENT SUPPLIED BY SWITCHBOARD position.

(6) Place the meter key to LINE CURRENT.

(7) Adjust the line current to 60 ma by adjusting the corresponding line rheostat.

117. Circuit Continuity Tests

a. When the test circuit is connected, current should flow through the entire circuit, indicating that the send and receive circuits of the typing reperforator are closed. If no current flows, then an open must be present in either the send or receive circuit. To test the continuity of the receive circuit, short the send plug, and to test the send circuit, short the receive plug. (See par. 116.) Refer to paragraphs 118 and 119 for information on locating opens in the send and receive circuits.

b. When the circuit is closed, send RY's and test sentences with the keyboard to check the over-all operation of the typing reperforator as a complete unit. If the typing reperforator operates without error, it is trouble-free. If the send circuit is shorted internally, the typing reperforator will run closed but will not transmit. If the receive circuit is shorted, the typing reperforator will run open. Results of these tests will definitely indicate whether the trouble is in the send or receive circuit.

118. Localization of Trouble in the Send Circuit

a. GENERAL. Trouble within the send circuit can be localized by the use of Test Unit I–236, ohmmeter, or a voltmeter and battery in series. The send circuit consists of the black send plug and cord, break contacts, and sending contacts in series.

b. LOCATION OF OPENS. With the typing reperforator unit removed, attach test leads to the black send plug and short various parts of the send circuit in which the open might occur. When shorting some part of the circuit results in a low-resistance indication in the test set, the open is within the part of the circuit shorted. Following are tests which will localize trouble to the most probable causes.

(1) *Plug or cord circuits.* Short terminals 43 and 44. If test set does not indicate a short, the plug or cord circuit is open.

(2) *Keyboard.* Remove typing reperforator unit, short the sending contacts and the choke coil. The part of the circuit that was effectively removed by the short, which makes the rest of the circuit continuous when shorted, is open.

(3) *Break key.* Short the break key. If the resistance reading is unaffected, the break key is operating properly.

(4) *Base wiring.* If the above tests fail to locate the trouble, place one end of the shorting wire on the sleeve of the black plug and the other end on the following terminals in turn: terminal 44, keyboard contacts, break contacts, terminal 44, and the tip of the plug. The trouble will be found between the point where the test set indicates a short and the point where the test set indicates open.

c. LOCATION OF SHORTS. (1) *General.* Short circuit may be located in a manner similar to that used for locating open circuits, as described in *b* above, except that the circuit is opened at the various points of test. The test set is connected across the tip and sleeve of the send plug for all tests. The short will be found between the point in the circuit which, when clear, opens the send circuit, and the next point where breaking the circuit does not open the send circuit.

(2) *Keyboard base wiring.* To determine whether or not the trouble is in the base wiring, remove the typing reperforator unit. If this action removes the short, the trouble is not in the base wiring. If the short persists, make a point-to-point check by opening the circuit at the following points in turn: terminal 44 keyboard break contacts, terminal 44, and

send plug. The short can be found by following the procedure given in *c* (1) above.

d. LOCATION OF CROSSES. Refer to paragraph 115*f* for the discussion of crosses between the motor, send, and receive circuits.

e. LOCATION OF GROUNDS. Grounds in the send circuits may be the result of the same conditions described under the discussion of the motor circuit in paragraph 115*g*. Except for the following change, perform the same test to locate grounds in the send circuit: touch the lead of Test Unit I–236 (or the ohmmeter, whichever is used) to the tip and sleeve of the send plug instead of to the terminals of the power plug. All other conditions discussed in paragraph 115*g* apply to the send circuit.

119. Localization of Trouble in the Receive Circuit

a. GENERAL. Trouble within the receive circuit can be localized by the use of Test Unit I–236 or an ohmmeter. The receive circuit consists of the red receive plug and cord, the selector magnets, and wiring, connected in parallel.

b. LOCATION OF OPENS. With Test Unit I–236 or an ohmmeter, test for continuity of the receive circuit. Connect the test equipment to the tip and sleeve of the red (receive) plug. If there is an indication of an open, make the following tests.

(1) *Typing reperforator unit.* Remove the typing reperforator unit and with Test Unit I–236 or an ohmmeter check the resistance between contacts 11 and 12 of the typing reperforator unit. Testing across the coils of a pulling magnet selector in series, the resistance should be about 210 ohms; in checking the coils of a holding magnet selector, the resistance should be about 184 ohms. The resistance of each coil when tested alone should be about 105 or 92 ohms respectively. Test Unit I–236 will not measure resistance but it will indicate whether the resistances of the two coils are approximately equal. If the magnet circuit is clear, the open is in the base wiring.

(2) *Base wiring.* If the above tests fail to locate the open, then the open is in the receive cord or in the base wiring. The following tests will locate the open quickly and accurately. Connect the leads of Test Unit I–236 or an ohmmeter to the tip and sleeve of the red (receive) plug. Connect a 4-foot length of insulated wire to the sleeve of the red plug, and with the other end of the wire short out various parts of the receive circuit by touching in successive order the following terminals and contacts: terminal Nos. 41, 46 (on FB43 base only) 11, 12, 45, 42, and the red plug tip. The open will be between the first contact which shorts the receive plug when touched, and the preceding contact.

c. LOCATION OF SHORTS. Shorts in the receive circuit will prevent the full line current from reaching the selector magnets. Shorts may occur between two wires or between wires and metal parts. A short in the wiring will be indicated on the test set. Inspect the teletypewriter for shorts in the following sequence:

(1) *Base wiring.* Remove the typing reperforator unit and open the selector shorting jack. The contacts on the line shorting jacks on all bases should be insulated for these tests. Place a small insulated strip between the contacts sufficiently thick to hold the contacts apart. On the high (receiving-only) base the line and selector shorting jack, mounted on the relay base plunger, should be depressed. Measure the resistance between the tip and sleeve of the red receive plug. If the meter indicates a short within the wiring, open the wiring at each of the following terminals in turn: terminal Nos. 41, 46 (on FB43 base only) 11, 12, 45, 42, and the plug terminals. Measure the resistance at the tip and sleeve of the red plug. The short is between the first terminal opened which doesn't remove the short indication of the meter, and the preceding terminal tested. Refer to the appropriate schematic diagram for the typing reperforator being tested when tracing shorts.

(2) *Typing reperforator unit.* Remove the typing reperforator unit and test the resistance between contacts 11 and 12. The resistance for pulling magnet selectors connected in series should be about 210 ohms, and about 184 ohms for holding magnet selectors. A low-resistance reading indicates a short. Remove one of the leads at either of the selector magnets and measure the resistance of the two magnets in series. If the resistance is about 210 or 184 ohms, as mentioned above, the short is not in the selector magnets but in wiring between the magnets and contacts 11 and 12 of the typing

reperforator unit. Check the resistance between contact 11 (or 12) and the frame of the typing reperforator unit. The wiring is grounded if a short is indicated on the test set.

d. LOCATION OF CROSSES. Refer to paragraph 115*f* for the discussion of crosses between the motor, send, and receive circuits.

e. LOCATION OF GROUNDS. Grounds in the receive circuit may be the result of the same conditions described under the discussion of the motor circuit in paragraph 115*g*. Except for the following change, perform the same test to locate grounds in the receive circuit: touch the lead of Test Unit I–236 (or the ohmmeter, whichever is used) to the tip and sleeve of the receive (red) plug instead of to the terminals of the power plug. All other conditions discussed in paragraph 114 apply to the receive circuit.

120. Introduction to Localization of Mechanical Troubles

a. When a mechanical function either fails to operate or operates in a faulty manner, the trouble must be localized or isolated in a particular adjustment or series of adjustments. The experience of the repairman and the overall condition of the equipment will indicate which of the following two methods is the better approach to various troubles.

(1) One method involves checking the individual requirement for *all* adjustments in the subassembly or mechanism. Use the related data found in the detailed requirements and adjustment procedures, section XV, to determine the sequence to be followed.

(2) A second method involves setting up by hand the selecting mechanism and completing the operation by manually rotating the motor, shaft, gear, or cam that normally drives the assembly. This method is usually quicker when only one adjustment is faulty and the remainder of the mechanism is in good condition. In such cases only the related adjustments need to be checked.

Caution: *In same cases evidences of faulty operation may be apparent only when the mechanism is power-driven.*

b. Additional aid in locating mechanical troubles may be secured from records of previous troubles and adjustments.

c. The procedure for localizing mechanical trouble is divided into the effects of the trouble as follows:

(1) Typing reperforator does not start.

(2) Typing reperforator unit runs open.

(3) Sending cam sleeve turns continually.

(4) Typing reperforator scrambles letters and functions.

121. Locating Trouble When Typing Reperforator Does Not Start

The following conditions should locate trouble if the typing reperforator will not start.

a. ELECTRICAL TROUBLE. See paragraph 115 for electrical power troubles. Electrical trouble in the motor circuit may be due to mechancial adjustments of contacts, and tests for electrical trouble will accurately locate these troubles.

b. EXCESSIVE MOTOR OR MAIN-SHAFT TORQUE. With the teletypewriter cover removed, turn the motor by hand in the direction of normal operation. If the motor cannot be easily turned by hand, make the following tests to locate the cause of the binding.

c. BINDING AT MAIN-SHAFT DRIVE GEAR. The reperforator unit should remain on its base while making this test. Turn the motor by hand for one complete revolution to check the backlash between the pinion and gear. If there is indication of bind, reposition the motor to obtain the allowable tolerance.

d. TRANSMITTER SHAFT BINDS. (1) Check gear clearance of transmitter-shaft drive gear when typing reperforator unit is fastened to the base unit.

(2) Check binding of the transmitter-shaft bearings.

122. Locating Trouble When Typing Reperforator Unit Runs Open

Examine for the following situations if the typing unit runs open:

a. ELECTRICAL TROUBLE. With the teletypewriter cover removed, press the selector armature to the mark position. If the armature does not bind and the teletypewriter runs closed, the trouble is electrical. If the teletypewriter does not run closed with the armature in the mark position, the trouble is mechanical and within the typing unit.

b. SELECTOR TRIP-OFF MECHANISM. (1) Examine the selector sleeve when the selector armature is in the mark position. If the selector sleeve rotates under these conditions, the trouble is in the selector trip-off mechanism.

(2) Loosen the trip-off eccentric screw and turn the screw until the screw-head does not touch the trip-latch plunger. If the selector-cam sleeve does not stop rotating, the trouble may be in the stop lever. Turn the main shaft by hand while holding the stop lever from rotating. If the selector-cam sleeve is stopped after one revolution, the trouble may be in the trip-latch or in the trip-latch spring, or in a worm-stop lever.

c. MAIN-SHAFT CLUTCH THROW-OUT LEVER. If the selector sleeve does not rotate when the selector armature is in the mark position, but the bail cam continues to rotate, the trouble is in the clutch throw-out lever.

(1) With the selector armature held in the mark position, rotate the main shaft slowly and examine the clutch throw-out lever.

(2) If the clutch throw-out lever does not engage the sixth cam, check for a missing spring, a broken or missing stop arm or cam arm.

(3) If the clutch throw-out lever does engage the cam, check the clearance between the clutch jaws.

123. Locating Trouble When Sending Cam Sleeve Turns Continually

If the transmitter runs open make the following checks on the transmitter clutch throw-out lever.

a. See if the clutch throw-out lever engages the throw-out cam. The clutch throw-out lever spring may be missing or the clutch throw-out lever may be binding.

b. Adjustment of the clutch throw-out lever eccentric.

c. Adjustment of space-repeat rod.

124. Typing Reperforator Scrambles Letters and Functions

If the typing reperforator prints but scrambles letters and functions, the source of trouble may be either external to the reperforator or within a subassembly of the reperforator.

a. If the trouble is believed to be external, check the items listed in (1) through (3) below.

(1) Characteristics of the signal line.

(2) Line current, should be 60 milliamperes for ideal operation.

(3) External relays which may cause a biased signal to be received by the selector mechanism even when the signal is sent by the keyboard on the same typing reperforator.

(4) To test the operation of the typing reperforator without the use of the external line, set up a dummy circuit as explained in paragraph 116.

b. If the trouble is not external to the typing reperforator, check the items listed below:

(1) Range-finder assembly for proper range setting.

(2) Keyboard sending contacts which should be clean and properly adjusted.

(3) Motor speed.

(4) Platen spring if the shift function does not work properly. Also check the rubber platen disk to see if it is worn.

(5) Platen shift rocker for proper adjustment.

(6) Code bar bell cranks and vertical levers for proper lubrication and operation. If there is evidence of binding readjust in accordance with instructions given in section XV.

125. Testing the Typing Reperforator with a Test Circuit

Adaptations of test circuits will vary with the experience of repair personnel. The sequence of testing given below is recommended for general use of all personnel involved in the repair of typing reperforators.

a. Set up a circuit as explained in paragraph 116.

b. Type (or receive) test sentences to see if errors occur.

c. With the cover removed, check the code position of the code bars for each letter or operation. See figure 21 for the teletypewriter code. The code bars move to the right when a marking impulse is received. The platen should move forward or backward to correspond with the desired function.

d. Use the RY combination to get complete reversal of the selecting parts (code bars, vertical levers, etc.). Any part that is sticking can be readily detected.

e. With the motor switch turned to OFF, operate the R and Y keys and slowly turn the motor in its normal direction of operation. Watch the marking and spacing operation of the selector unit and the selector armature. Poor sending contacts or improper contact adjustment may cause one or more of the sending contacts to transmit space instead of mark impulses.

f. If no results are obtained from the test described in *a* through *e* above, the trouble is probably in the adjustment of the selector unit. After checking the tension of the armature spring (on pulling magnet selector only), make a complete adjustment of the selector unit according to the requirements given in section XV. Trouble in the selector unit will be evident only if the typing reperforator is power-driven.

Section XIV. REPAIRS AND REPLACEMENTS

126. General Repair Information

a. This section describes the repairing and replacing of defective typing reperforator parts and does not duplicate information on preventive maintenance procedure furnished in part three. The repair instructions furnished are not intended as a complete shop guide listing every possible work operation that might be involved in large-scale dismantling and repairing of salvaged typing reperforators. The procedures included are intended to prescribe the operations involved in replacing and repairing those parts, assemblies, and units subject to the greatest amount of wear.

b. Because of variations in service needs and in repair and supply facilities available, definite rules cannot always be given specifying exactly which parts, assemblies, or units should be repaired and which should be replaced. As only a limited number of the many small typing reperforator parts can be satisfactorily repaired, the repair instructions consist primarily of detailed disassembly, cleaning, replacement, reassembly, adjustment, and lubrication procedures to be followed in overhauling a complete typing reperforator or repairing a single unit or assembly. Actual repair instructions are included for those parts and assemblies which can be satisfactorily repaired under average conditions.

c. Except in cases of extreme emergency, all repairs to typing reperforators should be completed by personnel thoroughly trained in teletypwriter maintenance. Knowing what NOT to do is as important as knowing what to do when making teletypewriter repairs. Equipment operating with minor faults may fail completely as a result of efforts by inexperienced personnel to correct apparently simple defects.

d. Inspecting, cleaning, and lubricating completed while making repairs should be performed in accordance with preventive maintenance procedures described in part three and additional instructions in this part. All adjustments should be completed in accordance with the detailed requirements and adjustments in section XV. Refer to section VIII for moisture-proofing and fungiproofing instructions.

e. General instructions grouped in the paragraphs at the front of this section are intended for use when a complete unit is removed and another (new or repaired) unit is installed. The general instructions do not include disassembly, cleaning, repair, replacement, and reassembly information which applies only to the repairing and replacing of individual parts.

127. Indexing of Repair and Replacement Procedures

Refer to the general index for the location of paragraphs in this section giving detailed repair and replacement instructions for individual parts and subassemblies. The paragraphs are arranged to group the related topics for each of the principal assemblies.

128. Operation of Equipment During Overhaul

During the course of overhauling or making major repairs, model 14 typing reperforators must be operated under power for purposes of

observing over-all operation or checking the requirements of certain parts. If the associated equipment is available for testing purposes, no special testing circuits are necessary. Refer to the TM's on the complete sets for information on equipment, connections, and operation. If the associated equipment is not available for testing purposes (operating with a replacement typing reperforator, or for other reasons), provide temporary power and signal circuits for workbench operation. These circuits for workbench operation are discussed in paragraphs 129 and 130 following.

129. Temporary Power Supply for Workbench Testing

a. GENERAL. A power supply, suitable for testing purposes, should be available for operating the model 14 typing reperforators when they are removed from their associated equipment. Equipment having governed series motors, requires 115-volt dc or 115-volt, 25- to 60-cycle ac. Equipment having synchronous motors requires a source of regulated power, usually 60-cycle ac. *Check the equipment nameplate to be certain which type of power is required.* Make connections between the equipment on the workbench (table, box, shelf, or other support for equipment and tools) and the proper power supply with insulated leads terminated with test clips. Other strapping necessary for testing the equipment on the workbench may be made with any suitable wire available.

b. TYPING REPERFORATORS (FPR17) USED AS A PART OF REPERFORATOR TRANSMITTERS TG–26–A AND TG–27–A. For workbench operation of model 14 (FPR17) typing reperforators used as part of Reperforator Transmitters TG–26–A and TG–27–A, connect the test clips on one end of the power leads to the connection-block terminals. Connect the other end of the power leads to the proper power supply through a series resistor. Figure 94 shows the proper connections and the strapping necessary for operation on several different power supplies.

c. TYPING REPERFORARORS (FPR5, 21, AND 23) USED AS PART OF FIXED PLANT EQUIPMENT. For workbench operation of model 14 (FPR5, 21, and 23) typing reperforators used as part of fixed plant equipment, connect the test clips on one end of the power leads to slip-connection

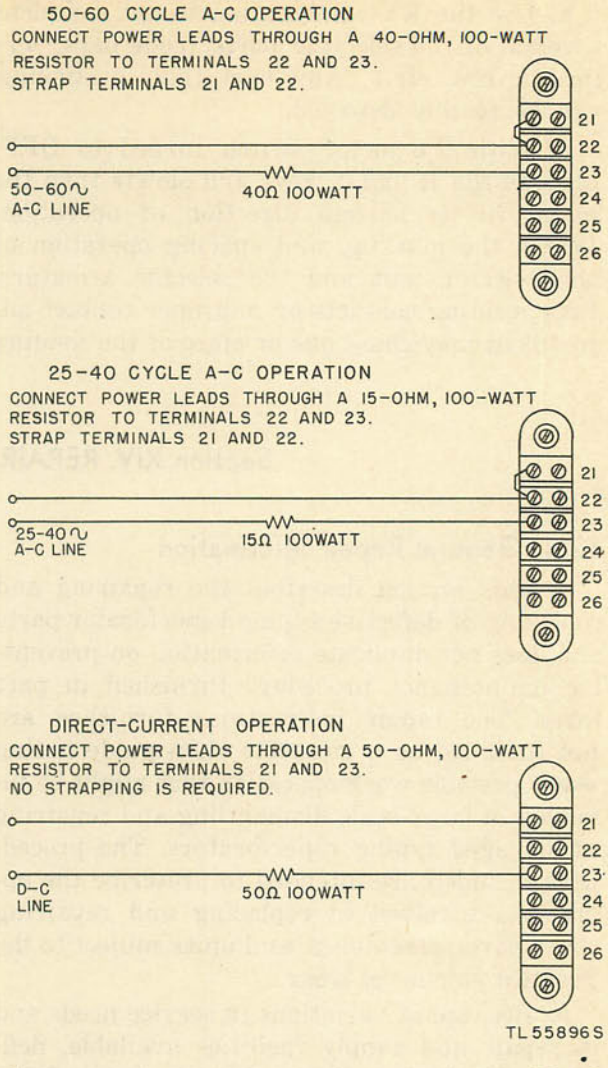


Figure 94. Connections and strapping for workbench operation of model 14 (FPR17) typing reperforators used as part of Reperforator Transmitters TG-26-A and TG-27-A.

terminals as shown in figure 95. Connect the other end of the leads to the proper power supply. Figure 95 shows the proper connections and the strapping necessary for operation on the normal power supplies.

130. Signal-Circuit Connections During Repairs

The signal circuits discussed in this paragraph may be used to check the operation requirements of the typing reperforator during repairs. If no extra equipment is available to complete the necessary connections, refer to paragraph 116 for instructions on using

dummy test circuit. Normally the signal circuit of model 14 typing reperforators is wired for neutral operation. However, the equipment may be used for polar operation by making a few minor changes in the wiring. Refer to the appropriate wiring diagrams included as figures 312 through 316. Instructions for setting up a signal circuit for neutral operation follow:

a. TYPING REPERFORATOR (FPR17) USED AS PART OF REPERFORATOR TRANSMITTERS TG–26–A AND TG–27–A. Connect the signal line with the red shell plug to connection-block terminals Nos. 41 and 42 and the signal line with the black shell plug to terminals Nos. 43 and 44 for workbench operation. Connect the other ends of the signal lines to a unit of sending and receiving teletypewriter equipment *known to be in proper adjustment.* The line current (power) must be furnished from some source external to the typing reperforator.

b. TYPING REPERFORATORS (FPR5, 21 AND 23) USED AS PART OF FIXED PLANT EQUIPMENT. Connect the cord with the red shell plug (receiving line) to terminal Nos. 11 and 12 (on FPR5) or Nos. 41 and 42 (FPR21 and FPR23) for connections during repairs. Terminate the other end of the receiving line to sending teletypewriter equipment *known to be in proper adjustment.* Connect the unit to an external source to provide the proper line current of 60 milliamperes.

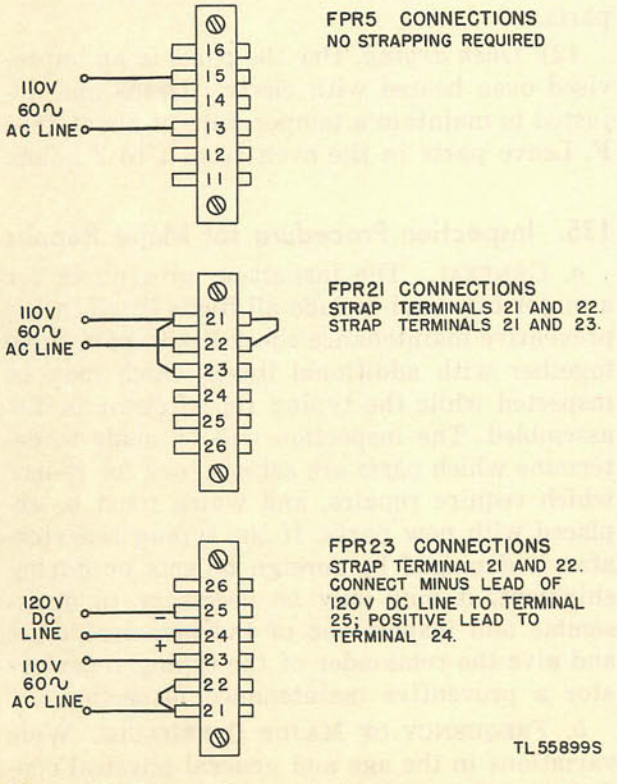


Figure 95. Connections and strapping for workbench operation of model 14 (FPR5, 21 and 23) typing reperforators used as part of fixed plant equipment.

131. Ground Connection for Testing During Repairs

A ground connection is not required to complete the signal circuit. However, a ground wire attached to the frame reduces the danger of electric shock resulting from faulty insulation of leads, windings, etc., from bare wire making contact with the metal frame, and from feed-through from filter capacitors. Use a spring-type test clip on the ground wire to permit connection and disconnection.

132. Instructions for Removing Principal Typing Reperforator Units

a. COVER. Lift the cover straight up. (See fig. 1.)

b. TYPING REPERFORATOR UNIT. Remove two knurled thumbscrews that fasten the typing reperforator unit to the base. Remove the typing reperforator unit by lifting the unit with a slight twist to the left until it clears the base.

c. MOTOR UNIT. Remove three mounting screws that fasten the motor to the base. (See fig. 45.) Remove the two screws holding the motor leads terminal block and slip the block through the reperforator unit. Do not unsolder the leads unless it is necessary.

133. General Disassembly Procedure

a. PREPARATION FOR DISASSEMBLY. Before starting to disassemble the typing reperforator, take the following preparatory steps.

(1) Arrange a clean place to work on a bench, table, or box. Make sure that dust or dirt will not fall or be blown into the mechanism while it is disassembled. When rough boards or other rough surfaces are used as a workbench, place several thicknesses of paper or some kind of cloth material on the boards to prevent small parts from becoming lost or dirty.

(2) Secure several small, clean cardboard, wool, or metal containers to keep the parts of

different assemblies from becoming lost or mixed together.

(3) Arrange the necessary tools and materials where they will be readily accessible during the progress of the repair work. Be sure the containers used for the special cleaning operations are located where dirt will not enter them and they will not be easily upset.

b. DISASSEMBLY PROCEDURE. (1) Disconnect the power and signal-line connections, remove the typing reperforator cover, and dismount the typing reperforator unit, in the manner described in subparagraphs below.

(2) Remove the ribbon, roll of tape, and any paper tags or forms that may be subject to damage while the typing reperforator is being cleaned and repaired.

(3) Before disassembling the various units and assemblies, clean any excess quantities of oil, grease, or dirt from around the nuts, screws, and fasteners that must be loosened or removed so that the wrenches and other tools will fit them properly.

(4) Proceed to disassemble the various parts and assemblies using the particular tools designed for each item.

Note. Do not disassemble any units or assemblies beyond the point necessary to thoroughly inspect and clean the entire mechanism and repair or replace any defective parts.

(5) When small parts are disassembled, place them in a container and mark them to identify their origin.

(6) Refer to index in appendix II for illustrations showing location of parts and part numbers.

(7) Vary the sequence with which the work is completed in any manner that will make it possible to speed up the work involved without sacrificing the quality. Most experienced mechanics prefer to complete the cleaning, washing, drying, etc., of as many parts as possible before starting to repair, adjust and lubricate the various units. This permits an early and accurate appraisal of the number of parts requiring repair or replacement and the amount of time required to complete the work.

134. Instructions for Special Cleaning Procedures

a. GENERAL. Equipment that has been disassembled for major overhaul can be thoroughly cleaned by immersing and brushing the parts in containers filled with the appropriate cleaning fluids.

Caution: Do not immerse equipment wiring, resistors, capacitors, motor armature, or motor windings.

b. USE OF SPECIAL CLEANING MATERIALS. The following cleaning fluids normally available through supply channels are satisfactory for use as described below.

(1) Use a soap and water solution to remove nonoily dirt from nonelectrical rubber and cellulose parts on carrying chests.

(2) Use cleaning compound, stock No. 6G236, to remove oil, grease, gummy dirt. Soak 10 to 15 minutes and flush with very hot water.

(3) Use dry-cleaning solvent (SD) to remove oil, grease, gummy dirt, and paper lint.

(4) Use carbon tetrachloride only for cleaning electrical contacts.

(5) Use diacetone alcohol to remove ditto or hectograph ribbon stain from metal, rubber, or cellulose parts.

c. DRYING. (1) *Wiping.* Dry parts by wiping with a clean, dry cloth. Be careful to dry the cleaning fluid from all the crevices of the parts.

(2) *Oven drying.* Dry the parts in an improvised oven heated with electric lamps and adjusted to maintain a temperature of about 160° F. Leave parts in the oven from 1 to 2 hours.

135. Inspection Procedure for Major Repairs

a. GENERAL. The inspection procedures for a major overhaul include all items listed in the preventive maintenance check list in part three together with additional items which may be inspected while the typing reperforator is disassembled. The inspection will be made to determine which parts are satisfactory for re-use, which require repairs, and which must be replaced with new parts. If the typing reperforator is damaged by foreign objects or during shipment, it may only be necessary to disassemble and inspect one of the principal units and give the remainder of the typing reperforator a preventive maintenance inspection.

b. FREQUENCY OF MAJOR OVERHAULS. Wide variations in the age and general physical condition of the typing reperforator and the experience of the lower echelon maintenance personnel who complete the preventive mainte-

nance work will all affect the need for disassembling the equipment for a major overhaul. Differences in the climatic conditions under which the equipment is operated will also affect the length of time between major overhauls. Do not completely disassemble typing reperforators until the regular preventive maintenance inspection indicates that the general wear on the parts has reached the point where they should be disassembled to permit a thorough inspection. Typing reperforators operating 8 to 12 hours per day will ordinarily not require a complete overhaul by a higher echelon shop more often than at 6- or 8-month intervals. Typing reperforators operating less than 8 hours per day may be maintained in such condition that a complete overhaul is not warranted even at the end of a year in the service; very old and well-worn equipment operating in tropical regions may require a major overhaul every 3 or 4 months. *In all cases the thoroughness of the preventive maintenance work performed by the second and third echelon personnel is the principal factor in determining how frequently the typing reperforator must be taken out of service and returned to a higher echelon shop for a major overhaul.*

c. PROCEDURE. Make the inspection on typing reperforators incidental to repairs after all parts have been thoroughly cleaned. Include all related items listed in the preventive maintenance check list in part three and in addition include a thorough inspection of the wearing surfaces of gears, cams, levers, springs, bearings, etc., which can be inspected only after the equipment is disassembled. While the parts are disassembled, make a thorough inspection of the surfaces of all castings and supporting parts to determine that no breaks or cracks exist. Inspect the condition of all wiring, insulating strips, and terminal blocks while they are accessible. Check carefully the surface condition of all clutches, commutators, contacts, etc., and the end play of bearings in accordance with detailed instructions in other paragraphs of this section and related paragraphs in the requirements and adjustment data, section XV.

136. General Reassembly Procedure

Reassemble all parts, subassemblies, and units in accordance with the following provisions:

a. Replace all worn or broken parts that cause malfunctioning of the typing reperforator and adjust according to directions in the appropriate paragraph in section XV. Replace, while the equipment is disassembled for check and repair, any worn parts that have not caused trouble, but are likely to cause it before the next complete overhaul of the typing reperforator.

b. Assemble replaced parts and associated parts firmly. Tighten all fasteners, screws, nuts, and bolts carefully.

c. Readjust all parts disturbed or replaced during repairs at the time of, or immediately after, their assembly.

d. When dented or flattened areas prevent proper turning and adjusting, remove the damaged parts and repair or replace.

e. Bent or distorted parts may be restored to shape and re-used, provided that no cracks result which would be likely to cause future failure in service, and that hardened surfaces have not been softened by repairs.

f. If the locking edges of lockwashers removed during repairs are rounded, replace the lockwashers by new ones.

g. Replace screws or nuts with damaged heads.

h. When screws, nuts, or other parts are locked in place by locknuts, don't loosen these parts or remove them without first loosening the locknut. (Such a procedure may damage the threads.) Set up loosened or removed parts tightly on reassembly.

i. Remove slivers and sharp burrs that are a hazard.

137. Introduction to Motor-Unit Repairs

a. Complete disassembly and overhaul of the motor unit should be made *only* when the motor starts to give trouble and then only by specially-trained personnel.

b. The overhaul should include complete disassembly and cleaning of the motor, inspection and replacement or repair of burned governor contacts, worn end-ring brushes, worn commutator brushes, grooved or burned commutators, worn motor bearings, or poor insulation. The motor need not be completely disassembled to replace or repair brushes or governor parts, and these may require repairs or replacement more often than once every 6 months.

138. Disassembly of Motor for Major Repairs (fig. 96)

Use the following sequence of steps when disassembling the motor for repairs.

a. Remove the motor unit from the base by removing the three mounting screws and unsoldering the power leads at the terminal block.

b. Remove the motor pinion, governor-brush bracket assembly, and the governor. Be careful and do not lose any of the shims that may be on the armature shaft between the governor hub and the end frame casting of the motor.

c. Remove any external bearing retainer screws.

d. Remove the brush-holder caps and remove the brushes.

e. Remove the motor frame bolts or screws and separate the parts by prying gently with the blade of a screw driver. Lift out the armature. Do not drop the armature or damage the windings. Do not lose any of the parts, such as bearing retainers, spring washers, etc.

f. Remove the armature bearings using the No. 84020 bearing puller (not furnished as part of Tool Equipment TE–50).

Caution: On bearings which have a built-in dust shield, use the No. 84020 bearing pulley with extreme care. Position the bearing puller so that pressure is exerted on the outer bearing race *only*. Pressure exerted on the dust shield will crush the shield and destroy the bearing. *Do not attempt to pry the bearings off with a screw driver.*

139. Special Cleaning Instructions for Motor

The instructions given in this paragraph are for the cleaning of the internal parts of the motor. Refer to paragraph 46*d* for instructions for cleaning the external parts of the motor.

a. Disassemble the motor. (See par. 138.)

b. Clean all dust, paper lint, nonoily dirt, etc., from the stator and armature windings by brushing carefully with a clean, dry sash brush.

Caution: Be careful not to damage the windings.

c. Clean all oil, grease, or gummy deposits from the face of the armature and stator by wiping with a piece of clean cheesecloth that has been dampened with dry-cleaning solvent (SD). Do not use an excessive amount of dry-cleaning solvent (SD).

d. Clean the end bells, bearings, motor pinion, and other all-metal parts by immersing in a container of appropriate cleaning fluid. (See par. 134.) Be sure to dry and lubricate the parts as directed for each of the cleaning materials. Use a sash brush to remove dirt, grease, or gummy deposits.

e. Clean all dirt, dust, oil, grease, gummy deposits, or other foreign material from the commutator by rubbing with a piece of clean cheesecloth dampened with carbon tetrachloride. Be careful not to damage the windings.

Note. Discoloration of the commutator segments caused by the carbon particles becoming imbedded in the face of the segments should not be removed unless the commutator must be refinished because it is badly grooved or if the brushes spark excessively. Refer to paragraph 141 for information on resurfacing the commutator.

140. General Instructions for Replacement and Repair of Motor Armature

a. After long periods of operation, the commutators of series motors become worn and grooved by the brushes and require resurfacing as described in paragraph 141. If the surface of the commutator is not grooved deeply and has a smooth, even, grayish coating of oxide, no repairs are required unless there is excessive sparking at the brushes under load.

b. If there is excessive sparking of brushes on a commutator that is not grooved or pitted, clean the commutator with cloth moistened with carbon tetrachloride, turning the shaft over by hand after the brushes are removed as described in paragraph 142.

c. If there is still excessive sparking, remove the armature from the motor and clean the commutator lightly with #0000 sandpaper. To do this, wrap a piece of sandpaper around the commutator and rotate the armature in a lathe or between other fixed centers, holding the sandpaper lightly by hand.

Note. The copper commutator segments frequently become quite dark because carbon particles from the carbon brushes become imbedded in the commutator segments. This discoloration greatly increases the life of the segments. DO NOT polish to remove the discoloration unless the segments are deeply grooved.

d. Inspect the commutator carefully to determine if it is necessary to undercut the seg-

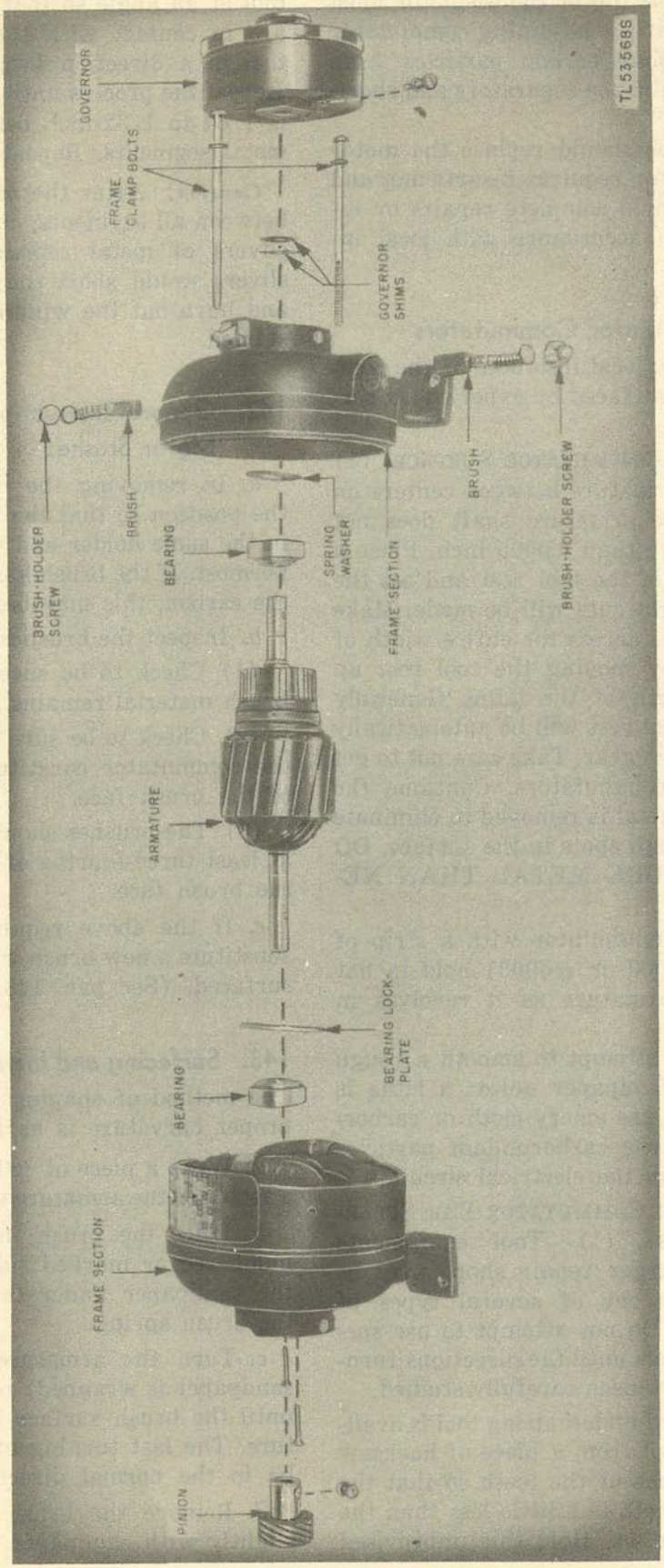


Figure 96. Disassembly of motor.

ment insulators. The top of the insulator must be below the level of the adjoining commutator bars to prevent small carbon particles from the brushes lodging in the separators and shorting the bars.

e. Lower echelons should replace the motor when the commutator requires resurfacing and higher echelons should complete repairs or replace the motor in accordance with local instructions.

141. Resurfacing Motor Commutators

When authorized by local instructions the commutator may be resurfaced by experienced personnel as follows:

a. REFINISHING COMMUTATOR SURFACE. (1) Mount the motor armature between centers on a lathe so that the armature shaft does not run out of line more than 0.0005 inch. Place a sharp cutting tool in the tool rest and set the tool rest so that light cuts will be made. Make a series of light cuts across the entire width of the commutators by moving the tool rest up and down the length of the lathe. Generally movement of the tool rest will be automatically controlled by a worm gear. Take care not to get deep cuts in the commutators. Continue the cuts until enough metal is removed to eliminate the grooves and rough spots in the surface. DO NOT REMOVE MORE METAL THAN NECESSARY.

(2) Polish the commutator with a strip of fine sandpaper (#000 or #0000) held in flat contact with the armature as it revolves in the lathe.

Caution: Do not attempt to smooth a rough commutator with sandpaper unless a lathe is available. DO NOT use emery cloth or carborundum paper as loose carborundum particles may cause trouble in the electrical circuits.

b. UNDERCUTTING COMMUTATOR BAR SEPARATORS (INSULATORS). (1) Tool equipments furnished to the larger repair shops may be equipped with any one of several types of undercutting tools. Do not attempt to use special undercutting tools until the directions furnished with them have been carefully studied.

(2) If no standard undercutting tool is available, improvise a tool from a piece of hacksaw blade. Grind the sides of the teeth so that the total width of the teeth is a little less than the width of the separators. Hold this improvised tool at an angle so that only one or two teeth are in contact with the mica, and draw the tool in a direction away from the windings. Repeat the process until the surface of the mica is 1/64 to 1/32-inch below the surface of the metal segments. Repeat for all the segments.

Caution: After the mica has been undercut between all segments, check to be sure that no slivers of metal remain in the slots. These slivers would short the commutator segments and burn out the windings when the motor is started.

142. General Instructions for Replacing Motor Brushes

a. In removing the brushes, note or mark the position so that the brush may be replaced in the same holder and with the same side uppermost. If the brush has a number stamped on the carbon, this may be used as a guide.

b. Inspect the brushes as follows:

(1) Check to be sure at least 5/16-inch of brush material remains.

(2) Check to be sure the surface bearing on the commutator constitutes at least one-third of the brush face.

(3) The brushes should make contact across at least three-fourths of the long dimension of the brush face.

c. If the above requirements are not met, substitute a new brush which has been properly surfaced. (See par. 143.)

143. Surfacing and Installing Motor Brushes

The method of shaping the brush face to the proper curvature is as follows:

a. Wrap a piece of #0000 sandpaper around a sector of the armature under the brush holder.

b. Place the brush in the holder with the numbered or marked side up, bearing against the sandpaper under the normal pressure of the brush spring.

c. Turn the armature (around which the sandpaper is wrapped) back and forth by hand until the brush surface has the proper curvature. The last turning of the armature should be in the normal direction of rotation.

d. Remove the brush and bevel the edges slightly with sandpaper.

e. Wipe off the brush with a piece of cloth slightly moistened with carbon tetrachloride.

f. See that the pigtail inside the brush spring is intact, free from kinks, and will allow the brush spring to extend properly.

g. Clean out the brush holder with cloth moistened with carbon tetrachloride and wrapped around a screwdriver blade or similarly shaped tool.

h. Reinsert old brushes in the same brush holder and with the same side uppermost.

i. Insert a new brush or a brush that has just been resurfaced with the numbered side up.

j. See that the brush moves freely in the brush holder. Check the pressure of the brush springs and see that they meet the specified requirements.

144. Replacing Armature Bearings

a. GENERAL. (1) Install new bearings if inspection of the old bearings indicates that the bearings are burned, cracked, badly worn, or injured in any way.

(2) Handle the bearings both before and after cleaning carefully. See that no dirt gets inside the bearing races. Lubricate all bearings, including old bearings found to be in good condition by cleaning and inspection; also lubricate new bearings with grease before they are placed on the shaft. In addition to the lubrication factor, the grease aids in preventing dirt from entering the bearing while it is out of the motor. Use a paper washer placed over the exposed side of the bearing as a further aid to prevent dirt from entering the bearing.

b. INSTALLATION OF BEARINGS. (1) In the larger repair shops some type of arbor press or bench vise will normally be available. This can be used to press the bearings onto the armature shaft.

(*a*) Slip the bearings onto the armature shaft as far as they will go fingertight with the dust covers (when bearings are so equipped) nearest the windings.

(*b*) Prepare two blocks of hard wood of equal length and about 1 inch longer than the shaft extension. The hardwood block must be shaped to avoid any pressure on the ball bearing or outer race. Place one of these blocks on each side of the shaft, with one end bearing against the inner bearing race and the other against the rear vise or arbor press jaw. Place another block between the other end of the armature shaft and the other vise or arbor press jaw. Tighten vise very slowly until there is an even pressure exerted on *both* sides of the bearings. *Be careful not to bend the shaft.* Tighten the vise slowly until the bearing is pressed completely against the shoulder on the armature shaft. Repeat the procedure to mount the bearing on the other end of the armature shaft. Figure 97 shows the method of pressing a bearing on the armature shaft using a vise.

Note. This bearing can be taken apart. If possible disassemble and assemble it on the shaft. Then the inner race can be removed and replaced on the shaft with less danger of injury to the other bearing parts.

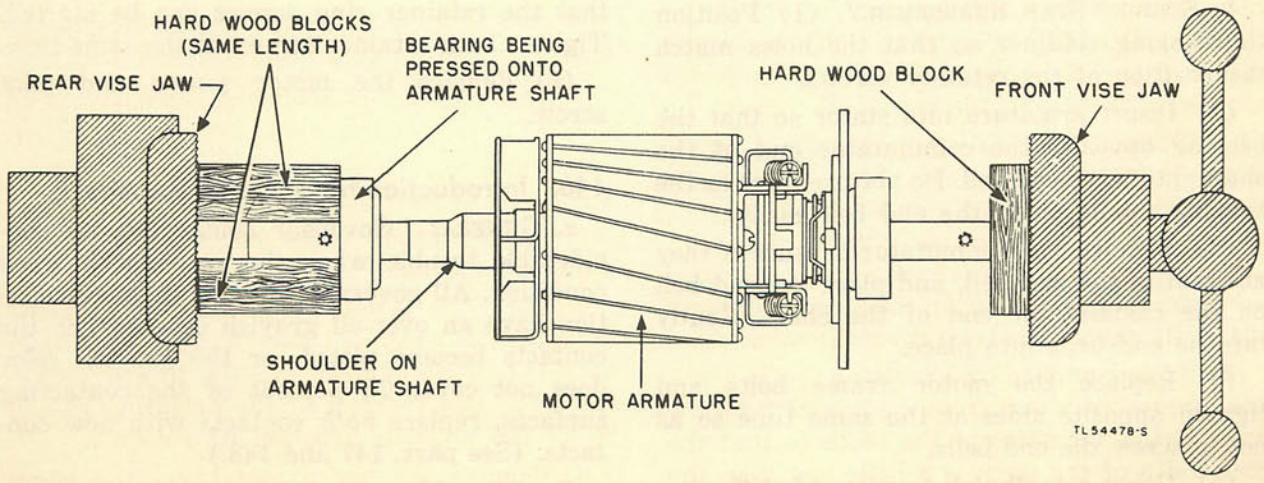


Figure 97. Pressing armature bearing onto its shaft by use of a vise.

(2) When a suitable press or vise is not available and bearings must be installed on the motor shaft, the following method may be used when authorized as a field expedient.

(*a*) Slide the bearings onto the armature shaft as far as they will go fingertight with the dust covers (when bearings are so equipped) placed nearest the winding.

(*b*) Prepare a piece of copper or brass pipe about 1 inch longer than the shaft extension and having an inside diameter slightly larger than the diameter of the armature shaft. Slip the copper or brass pipe onto the shaft so that it bears against the inner bearing race. If copper or brass pipe is not available, use iron pipe and a brass washer to keep from damaging the inner bearing race.

(*c*) Stand the armature on end with the pipe resting on the bench or work table. (See fig. 98.)

(*d*) Place a block of hardwood over the other end of the armature shaft and pound with careful, even strokes until the bearing is forced firmly against the shoulder of the shaft.

Caution: Be sure the pipe bears against the *inner* race of the bearing. Also be careful not to bend or otherwise damage the armature shaft.

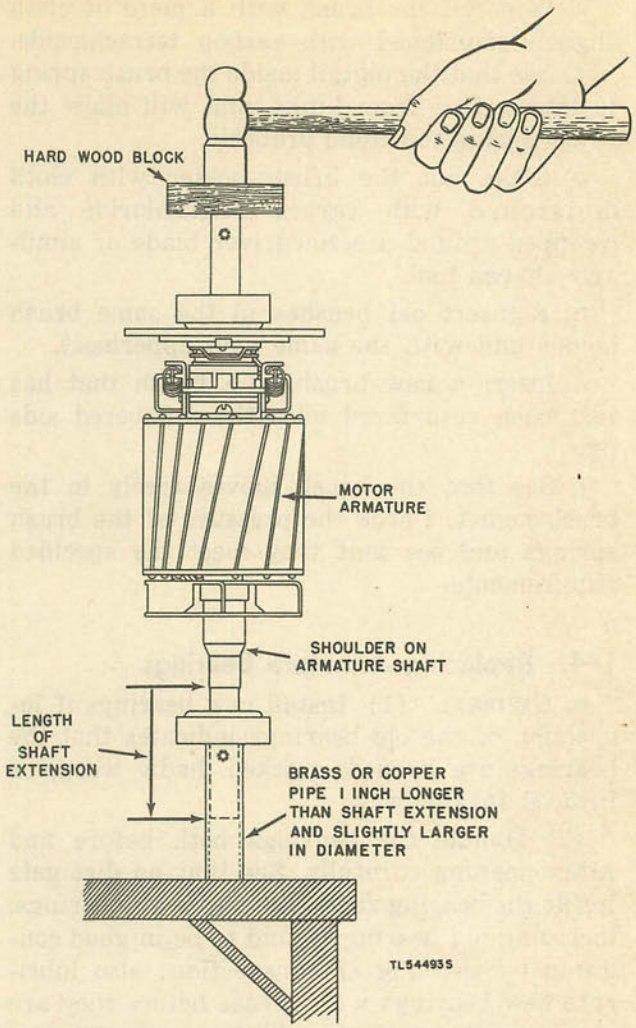


Figure 98. Mounting bearings on the armature shaft by use of hammer and soft metal pipe.

145. Reassembly of Motor

a. PREPARATION. Thoroughly clean and dry the motor before reassembling. Examine the bearings and parts which should be free from dirt before the reassembling is started.

b. STEP-BY-STEP REASSEMBLY. (1) Position the bearing retainer so that the holes match the position of the retainer screws.

(2) Insert armature into stator so that the bearing opposite the commutator end of the shaft enters the end bell. Do not use force as the bearing should enter the end bell easily.

(3) Remove the commutator brushes if they are still in the end bell, and place the end bell on the commutator end of the shaft. Gently tap the end bells into place.

(4) Replace the motor frame bolts and tighten opposite sides at the same time so as not to screw the end bells.

(5) Using a toothpick or piece of stiff wire, move the bearing retainer ring into position so that the retainer ring screws can be started. Tighten both retainer screws at the same time.

(6) Replace the motor pinion and pilot screw.

146. Introduction to Governor Repairs

a. GENERAL. Governor contacts cause considerable trouble when they are not in good condition. All governor contacts in good condition have an over-all grayish color. When the contacts become pitted, or the grayish color does not cover 75 percent of the contacting surfaces, replace *both* contacts with new contacts. (See pars. 147 and 148.)

Caution: Always replace governor contacts in pairs. Do not touch the contacting surfaces

with the fingers because even minute deposits of moisture or dirt will cause arcing and pitting.

b. CONTACTS IN SATISFACTORY CONDITION. The surfaces of governor contacts may be covered with very small build-ups and craters and the governors still operate satisfactorily. Figure 99 shows an enlarged view of small build-ups on one contact that almost entirely match the craters on the opposite contact, thus giving a miximum of contacting surface. Contacts in this condition need not be replaced unless trouble is experienced in securing and maintaining the proper speed adjustment.

c. COMMON CAUSES OF CONTACT TROUBLE. (1) Trouble due to poor surface condition is frequently the result of a previous attempt to burnish or file a new surface on old contacts. In such cases the build-ups have been removed as shown in figure 99 but the craters still exist with the result that the amount of contacting surface is reduced.

(2) A shift in the position of either contact (except while adjusting new contacts) will result in build-ups and craters being positioned as shown in figure 99. This condition results in extremely erratic motor speed since practically all of the contacting surface has been lost.

147. Disassembly of Governor

When it is desired to completely disassemble the governor-brush assembly, proceed as follows:

a. Remove the screw holding the governor adjusting bracket to the brush spring-plate bracket.

b. Remove the screw holding the governor adjusting bracket to the brush spring plate, and remove the adjusting bracket.

Note. When the governor-brush assembly does not require repair, merely loosen the screw (*a* above) and raise the left end of the governor adjusting bracket so that it pivots (on the loose screw) to the right of the governor.

c. Remove the screws holding the brush springs in place, and remove the springs.

Note. If complete disassembly is not desired, the springs may be pushed aside to allow removal of the governor.

d. Loosen the screw holding the governor to the switch end of the rotor shaft and slip the governor from the shaft.

e. Remove the screws securing the target and governor cover and remove target and cover.

f. Unhook the No. 6323 spring (fig. 100).

g. Loosen the screw which clamps the feather spring on the end of the No. 6314 contact spring (fig. 100), and lift the contact spring out of the governor shell.

h. Remove the nut and lockwasher on the No. 6320 contact screw (fig. 100) and lift out the contact screw.

148. Replacing Governor Contact Points

a. The contact points are made of tungsten material and are attached to the contact screw spring; the upper contact is soldered, the lower contact is secured by fastening with a nut. Heat the old contact points with a soldering iron and remove the points. When a contact requires replacement, replace both the upper and lower contact points at the same time. This procedure tends to eliminate difficulties in seating the contacts.

b. New points are placed onto the contact screw and spring by replacing the whole screw. The new point on the contact screw is properly

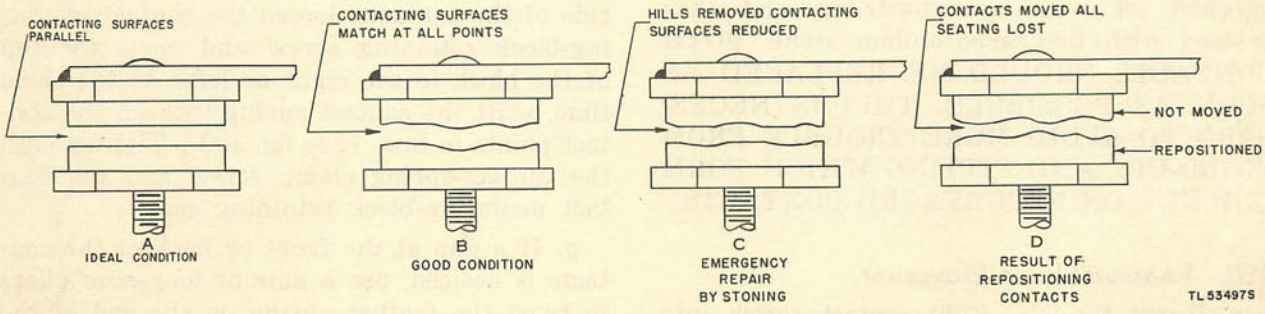


Figure 99. Enlarged diagrams of governor contact surfaces.

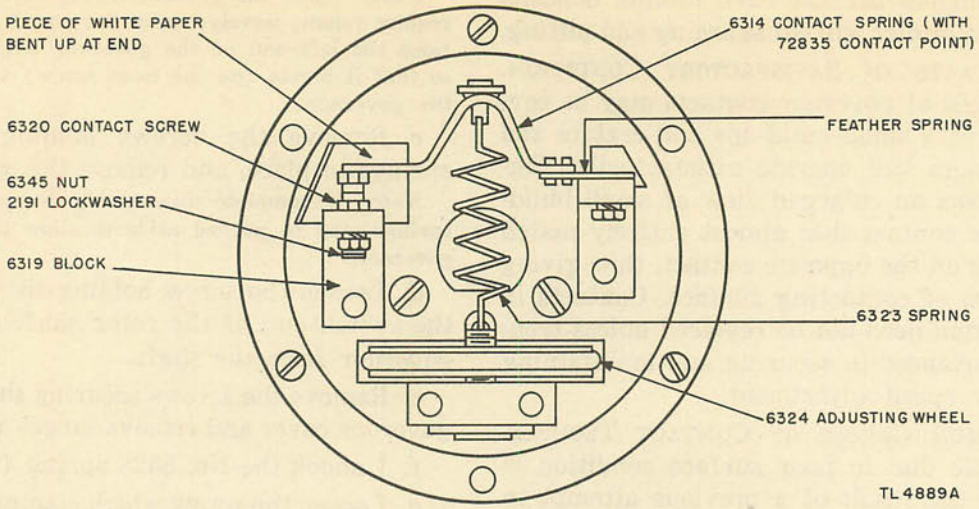


Figure 100. Internal view of governor.

alined when the contacting surface of the new point is perpendicular to a line through the center of the contact screw. (See fig. 101.) The new point of the contact spring is properly alined when there is no appreciable gap between any part of the contacting surface of the new point and the straight edge when checked in the manner shown in figure 101.

Note. Old style No. 6314 contact springs were equipped with contact points which screwed into the spring and were bonded by a drop of solder at the end of the spring. New style contact springs are not threaded and the points are fastened to the contact springs only.

149. Repair of Contact Points

For emergency operation, when trouble is due to build-ups, or when fitting and new contact points are not available, remove both contacts and *lightly*, dress them with a fine carborundum stone (part of Tool Equipment TE–50). A particularly large build-up may have to be knocked off with a screwdriver and then dressed with the carborundum stone. BOTH CONTACTS SHOULD BE REPLACED AS SOON AS POSSIBBLE. THIS IS NECESSARY TO AVOID MORE TROUBLE FROM BUILD-UPS AND PITTING WHICH FORM QUICKLY ON RESURFACED CONTACTS.

150. Reassembly of Governor

a. Insert the No. 6320 contact screw into the hole in its mounting block. Place a No. 2191 lockwasher and a No. 6345 nut on the end of the contact screw. Tighten the nut securely.

b. Insert the feather spring of the No. 6314 contact spring under the clamp on its mounting block and tighten the clamp screw until the contact spring is held friction tight. The contact should remain slightly separated (approximately 0.005 inch).

c. Hook the No. 6323 spring onto the contact spring and turn the adjusting wheel until all tension is released. Contacts should return to the slightly separated position in *b* above.

d. Insert a piece of white paper behind the contacts as shown in figure 102.

e. Illuminate the contacts with a flashlight, or other small lamp, and turn the adjusting wheel until the contacts just touch.

f. Slide the contact spring to the right or left until the sides of the upper and lower contact points are in line. If a gap can be seen on either side of the contacts, loosen the contact mounting-block retaining screw and move the top of the block to the right or left. At the same time, shift the contact spring to keep the contact points in line. (See fig. 102.) Tighten both the contact-spring clamp screw and the contact mounting-block retaining screw.

g. If a gap at the front or back of the contacts is noticed, use a pair of long-nose pliers to twist the feather spring on the end of the contact spring. (See fig. 102.) Repeat any of

the operations that may be required until the contacts meet all requirements for position.

h. Turn the adjusting wheel so that the tension of the No. 6223 spring is near the midpoint of its range.

i. Reassemble the governor cover and target on the governor and remount the governor on the motor.

151. Inspection, Cleaning, and Repair of Governor Contact Disks

a. Clean governor contact disks with a piece of cloth dampened with carbon tetrachloride. A smooth, even, grey coating of oxide is a desirable condition. Don't disturb the contact disks unless there is excessive sparking at the brushes.

b. To remove pits or burned spots from contact disks, use #0000 sandpaper held by hand and with the motor running at normal speed. Hold a piece of cloth with the sandpaper in such a way as to immediately wipe off the cuttings and particles.

c. Don't touch the surface of contact disks with the hand. Minute deposits of moisture or dirt will cause arcing and pitting.

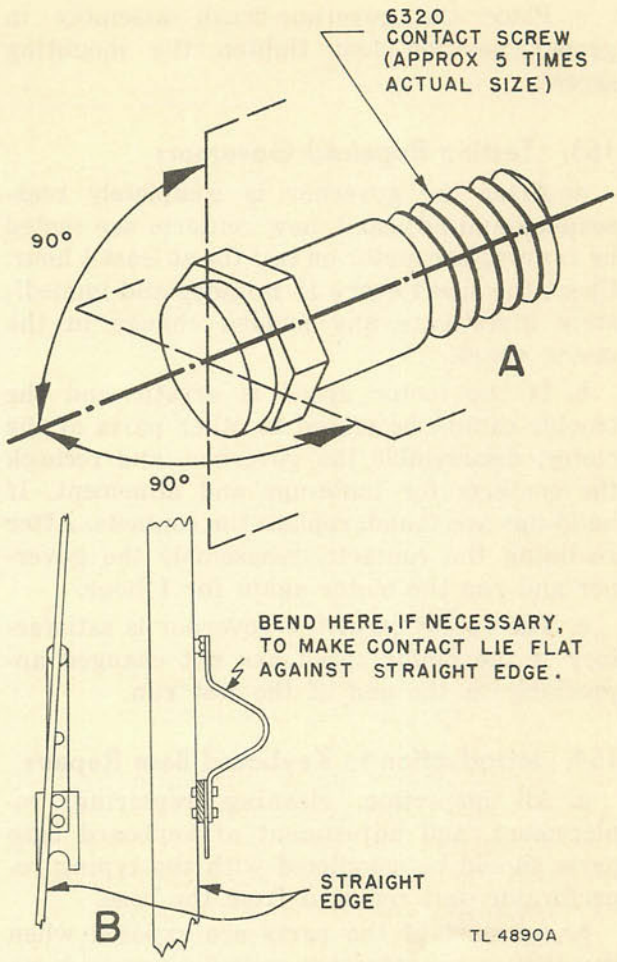


Figure 101. Alinement of new governor contact points.

152. Repair and Replacement of End-Ring Governor Brushes

a. Replace the No. 78403 carbon brushes on the tips of the end-ring governor contact springs when the brushes have worn down to 1/16-inch. Replace the individual brushes in the following manner when it is not desired to replace the entire brush assembly.

b. Unsolder the old brush from the spring. Clean out any solder remaining in the hole from which the brush was removed. Insert the new brush in the hole and solder firmly in place.

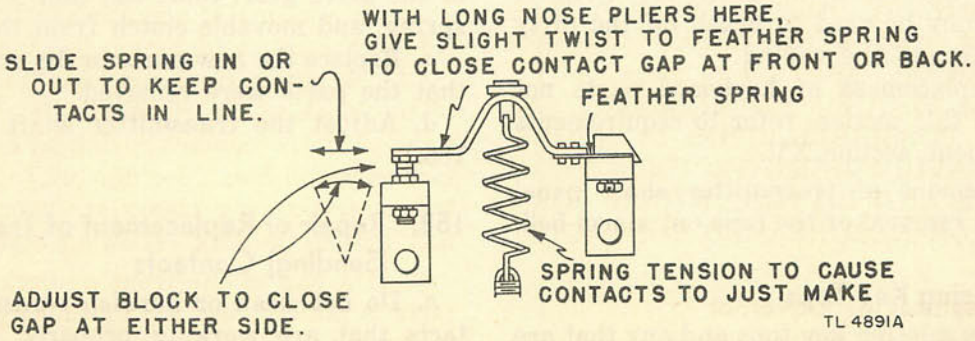


Figure 102. Positioning governor contacts.

c. Place the governor-brush assembly in proper position and tighten the mounting screws.

153. Testing Repaired Governors

a. After the governor is completely reassembled and adjusted, new contacts are seated by running the motor on test for at least 1 hour. Check the speed every 15 minutes and immediately investigate any sudden change in the motor speed.

b. If the motor speed is erratic and the trouble cannot be traced to other parts of the motor, disassemble the governor, and recheck the contacts for build-ups and alinement. If build-ups are found, replace the contacts. After realining the contacts, reassemble the governor and run the motor again for 1 hour.

c. The operation of the governor is satisfactory if the motor speed has not changed appreciably at the end of the test run.

154. Introduction to Keyboard Base Repairs

a. All inspection, cleaning, repairing, replacement, and adjustment of keyboard base parts should be completed with the typing reperforator unit removed from the base.

b. As most of the parts are exposed when the typing reperforator unit is removed, no special disassembly is required for general cleaning and inspection purposes. Instructions for disassembling the transmitter drive-shaft assembly and transmitter (sending) contacts are furnished in paragraphs 157 and 158.

c. For ordinary repair cleaning, refer to preventive maintenance cleaning instructions. (See par. 44*a*.) When an excessive amount of dirt or gummy deposit is encountered, wipe the base with a piece of cloth dampened in carbon tetrachloride then with a dry cloth. A soft brush may be used to brush off the dirty areas and around the wiring.

d. For replacement of keyboard parts not described in this section, refer to requirements and adjustment, section XV.

e. Replacement of transmitter shaft panel requires the removal of the tape-out alarm bell.

155. Replacing Key Tops

a. Replace missing key tops and any that are worn to a degree that makes them illegible.

b. Key tops are removed from the keylevers by turning the tops one-quarter turn in a clockwise direction and lifting them up. Replace the caps by arranging the cap in the normal position and pressing the cap down on the keylever while holding the keylever from underneath. The cap will snap into the proper position.

156. Replacement of Transmitter-Shaft Driven Gear

a. Replace the driven-clutch member if any of the teeth are missing, if the gear is badly worn, and when the requirements of paragraph 190 cannot be met.

b. To replace the gear, remove the driven-clutch member pilot screw, and slide the driven gear from the transmitter shaft. Slide the new member onto the shaft and replace the pilot screw.

c. Adjust the clearance between the driven-clutch member and the transmitter-shaft driving gear. (See par. 189.)

157. Replacement of Transmitter Shaft, Cam Sleeve, and Clutches

a. Replace the transmitter shaft if it is scored. Replace the clutches if teeth are broken or the tips of the teeth are worn. Replace the cam sleeve if the cams are badly worn, if the cam bearing is badly scored, or if there is noticeable play between the shaft and the cam sleeve.

b. To replace transmitter-shaft parts, loosen the bushing adjusting screws nearest the drive gear and remove the bushing. Move the transmitter contacts out of the path of the transmitter-cam sleeve, and remove the cam sleeve from the transmitter contacts in the direction of the drive gear. Slide the cam sleeve, clutch spring, and movable clutch from the shaft.

c. Replace the new parts in the reverse order that the parts were removed.

d. Adjust the transmitter shaft. (See par. 183.)

158. Repair or Replacement of Transmitter (Sending) Contacts

a. Do not clean or burnish transmitter contacts that are working properly. Clean contacts that are out of adjustment or causing

trouble, with carbon tetrachloride; remove build-ups with a contact file; adjust the contacts according to paragraphs 187 and 188.

b. Replace the contacts if the contact springs are broken or if the contacts are badly burned.

c. Replace transmitter contacts as a complete assembly when possible.

d. Dismount the contact assembly by removing the two screws that fasten the contact assembly to the frame.

e. Remove the wiring to the contacts by unsoldering the connections at the terminals. Clean the wires of excess solder, attach to the new contacts, and solder the connections. Exercise care so as not to change the electrical connections to the transmitter contacts.

159. Instructions for Base Repairs (General)

Certain repairs not covered in paragraphs 154 through 158 may be necessary. The instructions given in this paragraph are general and apply to both the keyboard and receiving-only bases.

a. After the typing reperforator unit has been removed from the typing reperforator base, the base plate can be easily taken off by removing the six screws fastening the base plate to the base.

b. All parts and wiring are accessible for inspection and should be cleaned as described in preventive maintenance cleaning instructions, paragraph 34*e*, and special instructions, in paragraphs 44 and 45.

c. Inspect the wiring carefully for damage at fasteners and where it passes through openings in the casting or other parts. When the insulation has been seriously damaged or has been softened by oil and grease, replace the entire length of the wire. When several wires have been damaged, replace the entire harness. Use rubber and friction tape for temporary repairs.

d. Clean all contacts with cloth dampened with carbon tetrachloride. Burnish the contacts and reposition them when necessary. Refer to section XV for instructions on spring tensions.

Note. **Refer to section VIII and treat the bottom of the base before reassembling the base plate.**

e. Clean cords, plugs, and terminal block connections on the top and bottom of the base as described in section V and replace any parts found on inspection to be seriously worn.

f. After the base has been cleaned, inspect, and if necessary, repair the items listed below:

(1) *Motor switch.* Inspect the guard over the motor switch. If it is broken and no replacement is available, a piece of heavy gage metal may be cut and bolted into place over the toggle. If the switch is broken replace the complete switch.

(2) *Tape container.* Examine the tape container to see that it does not bind the tape roll thus keeping it from turning properly. If the container is bent or has large dents which press against the tape, remove the container by removing the two mounting screws holding it to the base. Open the container and remove any tape remaining on the spindle. Place the container on a flat surface, hold a padded wooden block over the dented or bent surfaces, and tap the block lightly with a hammer until the surfaces are smooth. If the wire rack holding the guide roller is bent or broken, a piece of heavy gage wire may be bent into shape and placed on the container.

(3) *Tape-out lever.* If the tape-out lever is broken and no replacement is available, a strip of metal of the same dimensions should be bent into the proper shape and mounted on the lever shaft.

(4) *Locating pins.* If the locating pins are worn or broken so that they do not hold the reperforator unit in place, the pins should be replaced. If replacements aren't available, short partially threaded screws may be used.

(5) *Frame.* If small cracks are found in the frame casting, repair as instructed in paragraph 169.

160. Introduction to Typing Reperforator Unit Repairs

a. Instructions required for a major overhaul of the typing reperforator unit are given in paragraphs 161 through 166. The instructions are arranged by the principal assemblies and subassemblies of the typing reperforator unit for easy reference when repairs to a single item are necessary.

b. The various assemblies should be disassembled only to the extent necessary to complete the work involved. Complete disassembly of the typing reperforator unit is warranted only when the unit has been subjected to sand, grit, or some corrosive element.

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161. Removing and Disassembling Typing Reperforator Unit Subassemblies

a. RANGE-FINDER ASSEMBLY. (1) Remove the two screws that mount the range finder on the selector assembly. (See fig. 34.)

(2) Remove the bell-crank screw and remove bell crank. Remove trip-latch screw, and remove trip latch and spring. Remove stop-lever screw locknut and stop-lever screw. Remove stop-lever spring and stop lever.

b. SELECTOR ASSEMBLY. (1) *Removal of selector armature.* Remove the armature and selector-arm springs. Loosen the outside selector-armature pivot-screw locknut, and remove the pivot screw. Remove the selector armature carefully by moving the armature in the direction of the removed pivot screw until the armature is clear of the opposite pivot screw, and withdraw the armature.

(2) *Removal of selector magnets.* Remove the two screws that mount the selector-magnet switch and remove the selector-magnet switch and the clutch throwout lever contacts. Remove the two screws that mount the magnet bracket to the selector assembly and remove the magnet bracket. Slide the magnet coils off the magnet bracket and move the selector-magnet switch and magnet coil to the side of the typing reperforator unit. This must be done as the selector-magnet switch has soldered connections to the magnet coil. Also the line leads are soldered to the magnet coil.

(3) *Removal of selector assembly.* Remove the three screws that mount the selector assembly on the typing reperforator unit frame. Carefully remove the selector assembly. Move the main-shaft clutch throw-out lever in a direction opposite to its spring pull in order to free the assembly. Handle the selector assembly with care. Don't damage the small parts.

(4) *Removal of the selector arm.* Remove the centralizing eccentric screw from the selector-arm bracket. Remove the two mounting screws from the selector-arm bracket and remove the selector-arm bracket.

(5) *Removal of selector levers, swords, and T-levers.* Remove the selector-lever springs and the locking-lever spring. Remove the five nuts and washers that clamp the separator plates together. Remove the separator plates, swords, T-levers, selector levers, and locking lever.

c. REMOVAL OF TYPE-BASKET ASSEMBLY. (1) Unhook the code-bar locking-lever spring, the LETTERS pull-bar spring and the LETTERS spare pull-bar spring.

(2) Unhook the punch-arm spring and the signal bell-hammer spring.

(3) Remove the three type-basket assembly mounting screws.

(4) Remove the nut from the left ribbon-spool bracket. Remove the rear mounting screw and swing the bracket so that the ribbon-spool cup will not interfere with the type basket.

(5) Remove the mounting screws of the vertical-lever bracket and remove the vertical-lever assembly.

(6) With the pull bars held out of engagement with the pull-bar guide, slide the assembly upward, turning toward the left and out of the unit.

d. REMOVAL OF TYPE BAR. (1) Remove the ribbon and the ribbon guide.

(2) Remove the platen-guide shaft from the platen block. (See fig. 66.) Push the platen block toward the rear and rotate it clockwise out of the path of the type bars.

(3) To remove a type bar, pull it forward and down as far as it will go and lift its pivoted end from the type-bar segment. In case it cannot readily be disengaged from the bearing rod or if it is one of the type bars at the extreme end of the type-bar segment, back off the retaining screw at the left end of the type-bar bearing rod (not more than one full turn) in order to facilitate the removal of the type bar.

e. REMOVAL OF CODE BARS. Remove the two screws fastening the code-bar mounting plate to the typing reperforator frame. Holding the code bars parallel, lift upward disengaging the pull bars and T-levers from the code bars. Be careful not to lose the shims that may stick to the under side of the code-bar mounting plate when it is removed.

f. REMOVAL OF PERFORATING ASSEMBLY. (1) Remove the four perforating assembly mounting screws.

(2) Unhook the punch operating-arm spring.

(3) Remove the mounting screws of the vertical-lever bracket and remove the vertical-lever assembly.

(4) Remove the screws from the terminal blocks on the typing reperforator unit and move them to the side.

(5) Remove the perforating assembly by lifting up slightly and turning to the right.

g. REMOVAL OF MAIN BAIL. DO NOT REMOVE THE MAIN BAIL UNLESS REPAIRS ARE NECESSARY. The code bars must be removed before the main bail can be removed (see *e* above). Proceed as follows:

(1) Remove the two screws holding the motor guard. Remove the motor guard.

(2) Remove the two screws mounting the ribbon-reverse bail. Remove the ribbon-reverse bail, and the oiler felt and clip.

(3) Remove the locknuts from the main-bail plunger and remove the main bail.

162. Repairing and Replacing Type Bars

a. REPLACING TYPE BARS. To replace type bars, reverse the procedure followed in removing them. (See par. 161*d*.)

(1) Lift the pull bar to engage the bottom of the type bar with the bottom notch of the pull bar.

(2) The pull bar is properly engaged with the type bar when the top of the pull bar is in line with the other pull bars and the type bar is resting against the type-bar backstop.

(3) After replacing the type bars, tighten the bearing-rod retaining screw moderately tight.

b. REPAIR OF TYPE-BAR PALLETS. (1) Straighten toes with type-bar toe-straightening tools.

(2) Adjust horizontal alinement by heating the pallet with the soldering tool and moving the pallet up or down by tapping.

(3) Straighten pallets by gripping the type bar firmly with the short-nose pliers just below the pallet and bending the end of the type bar.

163. Reassembling Typing Reperforator Unit Subassemblies

a. In general all parts are reassembled in the reverse order in which they are disassembled. If the parts have been cleaned and the surfaces are free from oil relubricate them as they are reassembled. Give particular attention to all parts which are not easily accessible after the reassembling is completed.

b. Any adjustments which have been altered in the process of disassembling, cleaning, repair, replacement, or reassembly of the parts must be completely readjusted according to the related instructions in section XV.

164. Removing and Inspecting Main Shaft

a. GENERAL. Most repairs to the main-shaft parts are made by replacing the part. Main-shaft parts between the main-shaft bearing locknuts and the nearest shaft end can be replaced without removing the main shaft from the typing reperforator unit. (See fig. 104.) If the main shaft must be removed to get at the part that must be serviced or replaced, completely disassemble, clean, inspect, and lubricate the shaft before assembling it.

b. REMOVAL OF MAIN SHAFT FROM TYPING UNIT. (1) Remove typing reperforator unit from the base.

(2) Remove the three screws that mount the motor to the base and move the motor aside.

(3) Remove the two screws that mount the range finder on the selector assembly, and remove the range finder.

(4) Remove the outer selector-cam friction-clutch plate, by turning the plate clockwise with a large screwdriver, and remove the selector cam.

(5) Remove the two screws that hold the tape-out alarm gear assembly in place and remove the tape-out alarm gear assembly.

(6) Remove the four screws that hold the main-shaft bearing caps in place.

(7) Hold the main-shaft clutch throw-out lever away from the main shaft and remove the main shaft.

c. REMOVAL OF MAIN-SHAFT PARTS. (fig. 104). (1) *Removal of selector cam.* The selector cam may be removed from the main shaft without removing the shaft from the typing reperforator unit. See *b* (1), (2), (3), and (4) above.

(2) *Removal of main-shaft gear.* After removal of selector-cam sleeve, remove the inner selector-cam friction clutch and the selector-unit friction spring. Grasp main-shaft drive gear in one hand and remove the main-shaft bearing locknuts by turning the nuts counterclockwise from the selector-cam end. Remove the main-shaft bearing, the main-shaft clutch, the main-shaft clutch spring, and the bail-cam unit. Remove the bail-cam friction-clutch spring

and friction disk and washer. Remove the three screws holding the main-shaft gear and remove main-shaft gear.

(3) *Removal of keyboard spiral gear.* Remove all parts from the keyboard spiral-gear end. Remove main-shaft bearing locknuts, turning the nuts counterclockwise from the keyboard spiral-gear end. Remove main-shaft bearing. Remove keyboard spiral-gear locknut and washer and remove gear.

(4) *Removal of main shaft for replacement.* Steps 1, 2, and 3 will prepare the main shaft for replacement as far as disassembly.

165. Repairing and Replacing Main Shaft

a. INSPECTION AND REPAIR PROCEDURE. (1) *Gummy friction washers.* Gummy friction washers can usually be cleaned in dry-cleaning solvent (SD). Thoroughly dry and lubricate the washers with oil before reassembly. Replace any washers that have a hardened surface or have lost their absorbent qualities, tears, or worn spots.

(2) *Selector-cam unit.* When the selector cams become worn so that the requirements and adjustments of the selector mechanism given in section XV cannot be met because the points of the selector cam are worn, replace the selector-cam unit with a new unit.

(3) *Drive gear.* Replace the main-shaft drive gear when it becomes badly worn or when the proper clearance cannot be obtained by adjustment. (See par. 227.) Replace the gear if any of the teeth are missing. If the new gear is supplied without the hub, disassemble the old gear unit by removing the three hub mounting screws and lockwashers and use the old hub with the new gear.

b. REPLACING MAIN SHAFT. (1) Remove the typing reperforator unit from the base. The

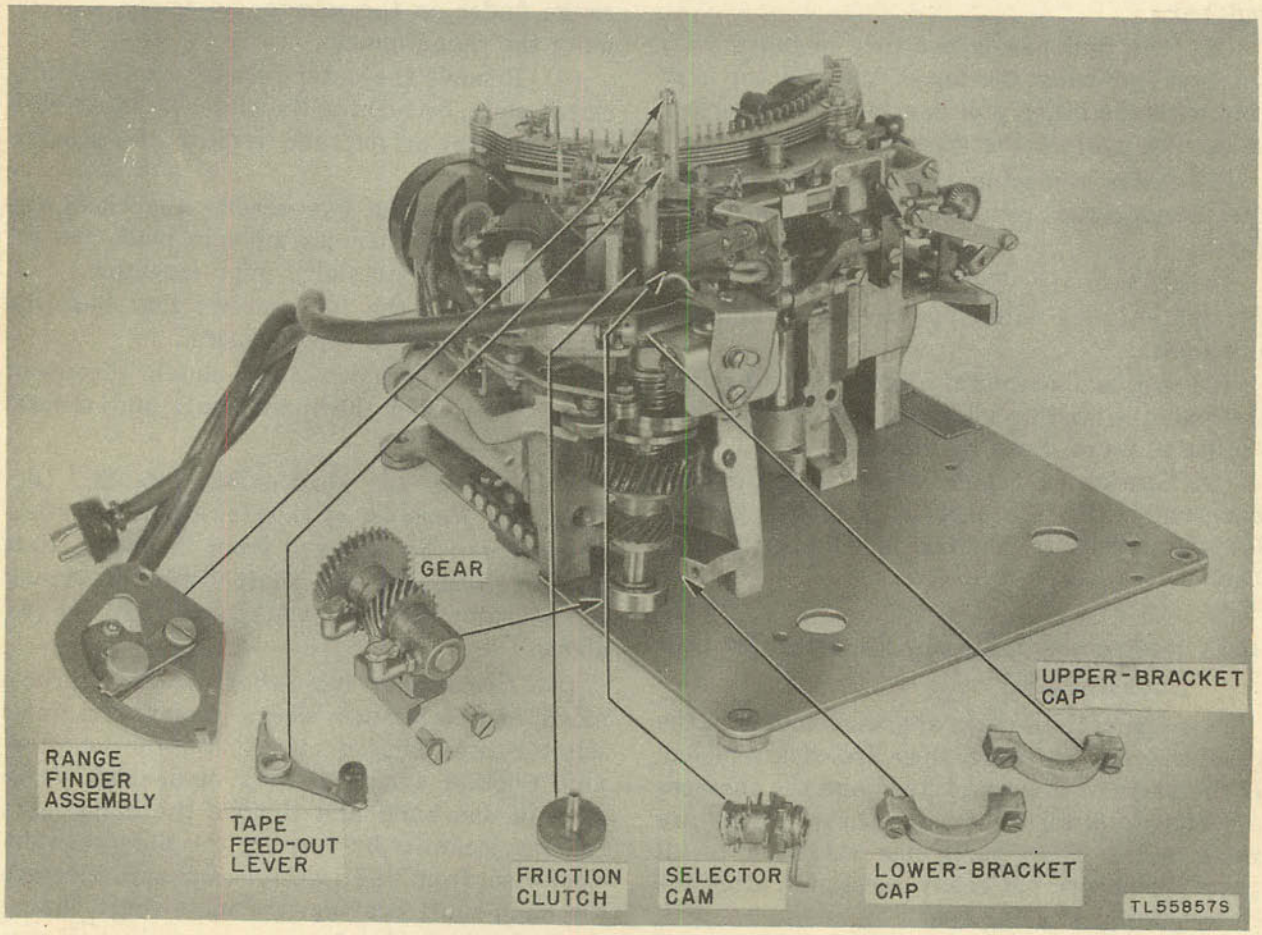

Figure 103. Removal of main shaft from typing unit.

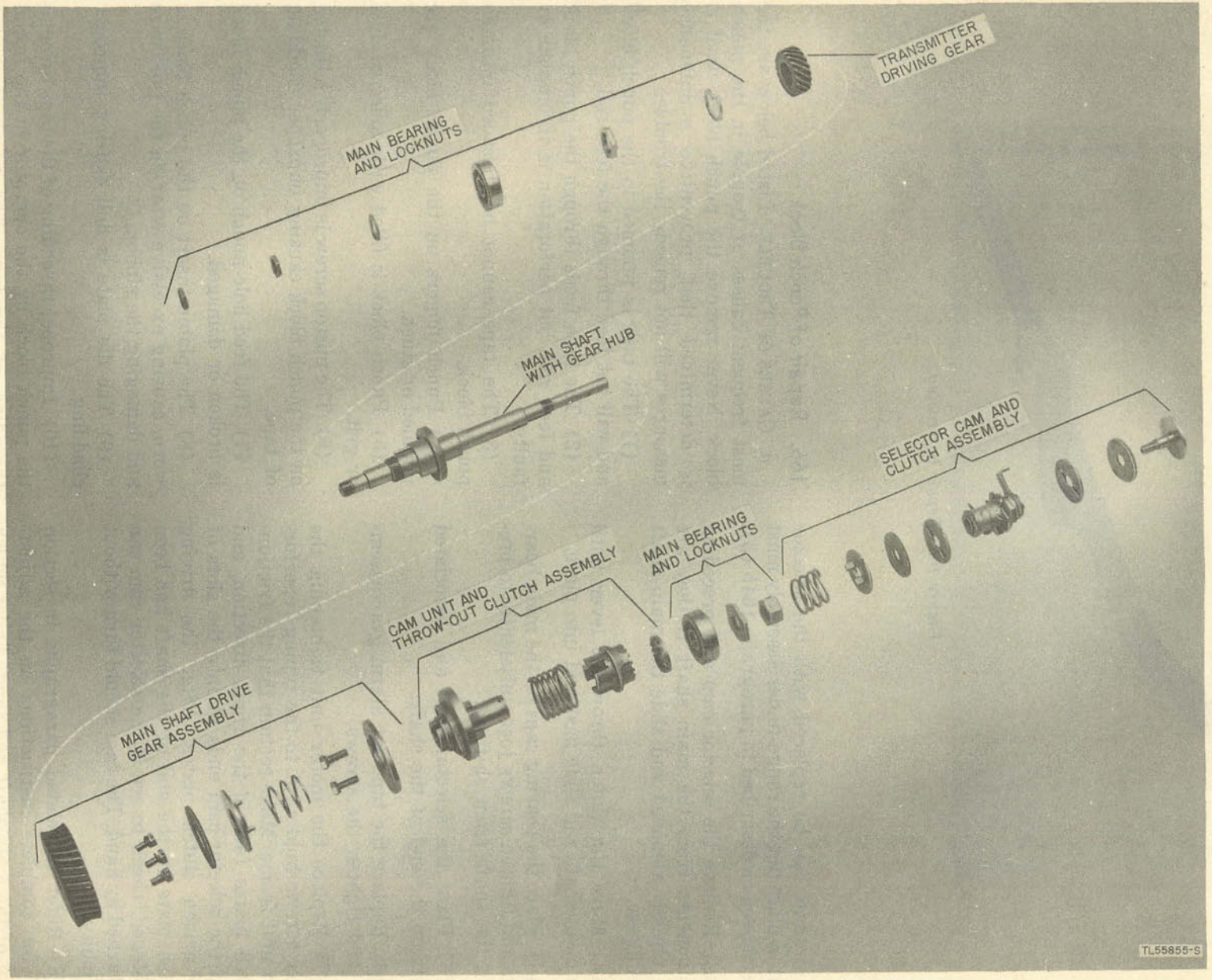

Figure 104. Main-shaft parts in sequence of removal.

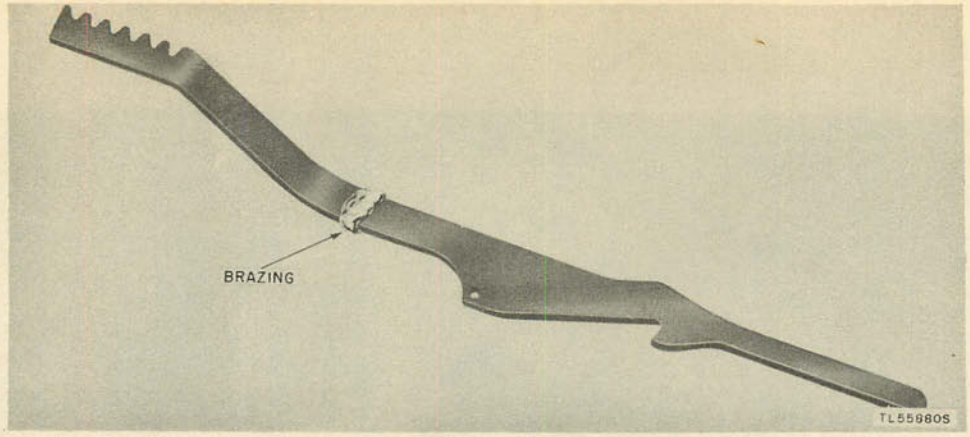

Figure 105. Repair by brazing.

main shaft can be replaced with the selector unit in place but the range-finder assembly must be removed as described in paragraph 164*b* (3).

(2) Remove the selector cam and preceding components from the main shaft if they are not already removed and slide the main shaft into place.

(3) Move the clutch throw-out lever until the main shaft will slide past and into place.

(4) Place the bearing caps on the main bearings and tighten screws just sufficiently to prevent the shaft from shifting.

(5) Place the selector cam and associated parts on the end of the shaft.

(6) Replace the tape-out alarm gear assembly and tighten the screws.

(7) Replace the motor unit tightening the three screws holding it to the typing reperforator unit frame. Make certain that the friction-clutch plates face in the right direction, and that the selector-cam ends fit into the slots of the driven clutch plates. After the driving clutch plate on the end of the shaft has been tightened, check to see if the selector cam can be turned by hand. The cam should turn without difficulty.

(8) Refer to related paragraphs in section XV for complete instructions on the adjustment of the main-shaft and range finder which must be completed before the typing reperforator can be operated.

166. Repair of Punch Block

a. CAUSES OF TROUBLE. Listed below are the most frequent causes of trouble in the punch block. Never remove the punch block until it is determined that preventive maintenance measures will not remedy the trouble.

(1) The tape is jammed in the punch block and will not feed through the feed roll.

(2) The tape feeds through the punch block and feed roll, but perforation is incomplete or faulty.

(3) The tape cannot be threaded into the punch block.

(4) Punch fingers on the punch block are jammed or stuck.

(5) Punch block is filled with collected dust or grit.

(6) The upstop screw is improperly adjusted on the punch block causing improper chadding of tape.

(7) The feed hole punch on the punch block is broken or damaged.

(8) The platen insert on the punch block is worn, causing excessive wear on the type bars and damaging the ribbon.

(9) The die plate is dull causing improper chadding.

(10) Improper threading of the tape through the punch block by the operator in the initial threading of the tape. The operator during this operation will thread the tape properly through the block and the feed roll but will

place excessive tension on the tape and pull it through the block while the perforator is in motion, thereby causing mutilation and uneven spacing.

b. REPAIRS. (1) Minor repairs, such as bits of tape mutilation being stuck between the punch block, may be made without removing the punch block for a complete overhaul. When bits of tape are stuck between the punch block proceed as follows:

(*a*) Turn the motor switch to OFF.

(*b*) Turn the motor by hand until the punches are in their lowest position.

(*c*) Gently insert the 0.002-inch gage from the left side of the block into the tape slot.

(*d*) Push the gage between the die plate and stripper plate. If the above operations do not clear the punch block of tape mutilations, remove the unit and perform a complete overhaul.

***Caution*:** Always turn off motor switch during the dusting or brushing off of punch block.

(2) Trouble may be experienced due to dull die plates. If the die plate becomes dull due to heavy usage, and no replacement parts are available, the following method may be used to sharpen the die plate.

***Caution*:** Do not attempt to sharpen the die plate as long as the tape is being properly punched. This method if repeatedly used will lessen the life of the die plate.

(*a*) Construct a die-plate sharpening tool using a discarded hand-drill bit.

(*b*) Insert the tool in a hand drill. With the die plate held firmly in a small vise, apply a small amount of valve-grinding compound to the openings in the die plate.

(*c*) Slowly revolve the drill until the plate is sharpened.

(*d*) Thoroughly clean the die plate and reassemble the punch block.

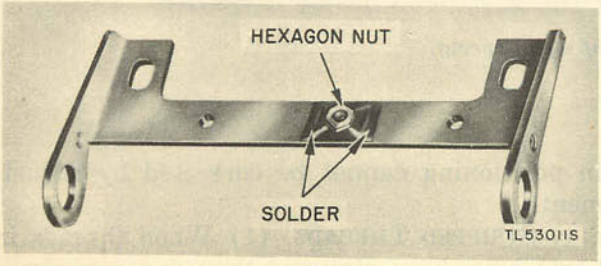

Figure 106. Repair of threads

167. Instructions for Repair and Replacement of Cover

a. The repairs to the various parts of the cover are limited to cleaning as described in preventive maintenance instructions, paragraph 34*e*, and straightening bent parts before the refinishing described in paragraph 168.

b. Replace a cracked or broken glass cover and missing screws.

c. When a cover or door mounting screw is broken and cannot be replaced, drill a hole with a small drill and tap it to accommodate a new flathead screw. Countersink the hole for the head of the new screw.

d. Replace the padding and facing that has become frayed which might drop into the mechanism.

168. Painting and Refinishing

a. When a touch-up job is required on painted surfaces of the typing reperforator, apply paint with a small brush. When numerous scars and scratches warrant complete repainting, remove the cover, panels, etc., and complete the work where there is no possibility of damaging the typing reperforator mechanism. Use dry-cleaning solvent (SD) to soften, and sandpaper to clean rust spots and corroded metal surfaces.

***Caution*:** Don't use steel wool. Minute particles of steel wool frequently enter the case and cause harmful internal shorting or grounding of the circuits.

b. Use only paint authorized and consistent with existing regulations in painting or refinishing the chests or typing reperforator covers.

c. Refer to section VIII for information on moistureproofing and fungiproofing after repairs.

169. Emergency Repairs

a. GENERAL. Under *emergency conditions* normal requirements for new replacement parts may have to be set aside and any available parts, assemblies, or units used to restore service.

Note. USE LOCALLY-CONSTRUCTED OR TEMPORARILY-REPAIRED PARTS AND NONSTANDARD ITEMS OR ADJUSTMENTS TO RESTORE SERVICE ONLY UPON PROPER AUTHORITY AND REPLACE OR READJUST THEM AT THE EARLIEST OPPORTUNITY.

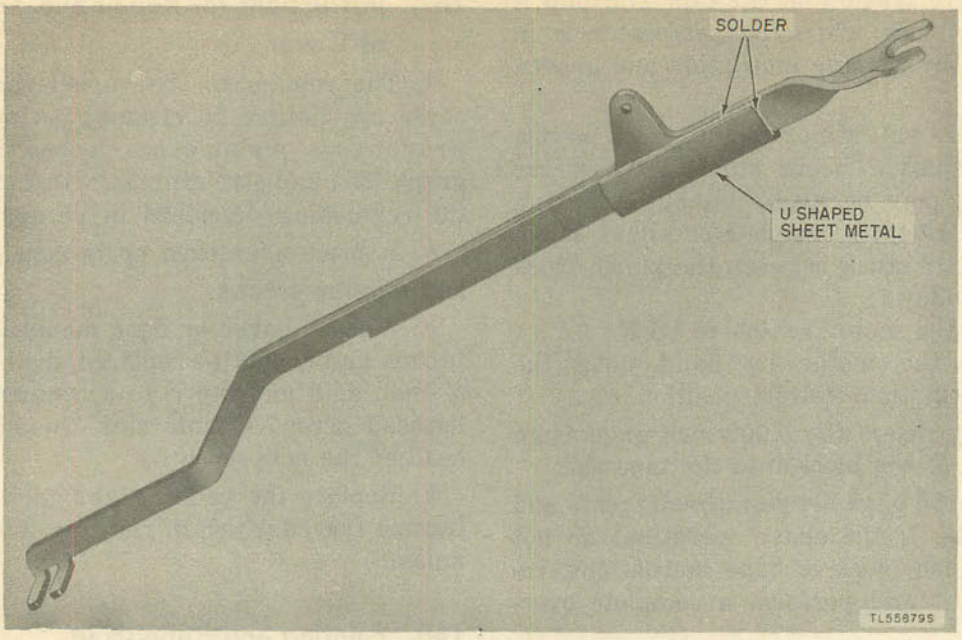

Figure 107. Repair by soldering.

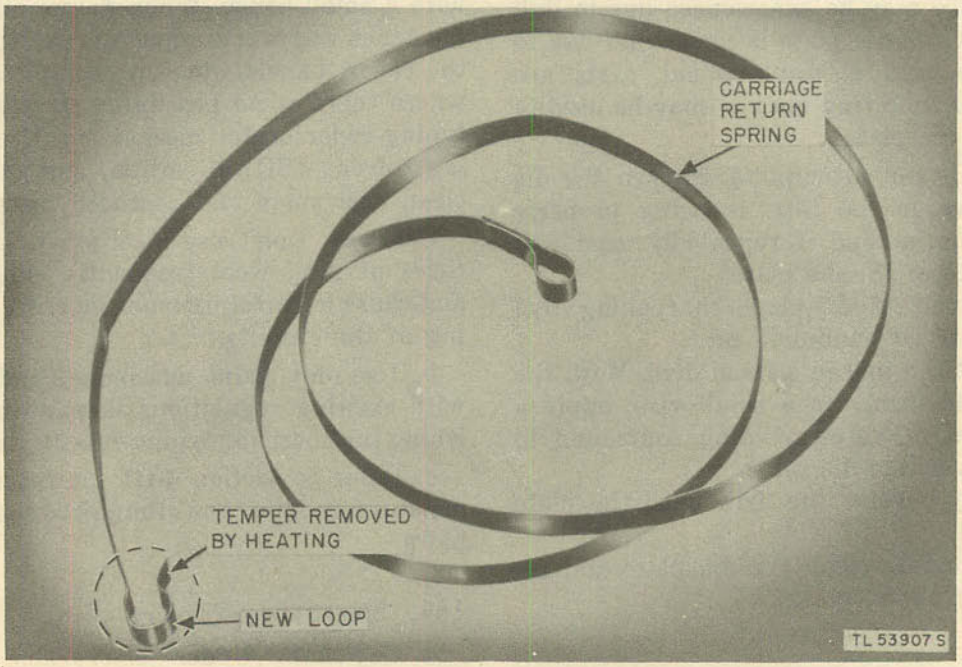

Figure 108. Repair of metal spring.

b. CASTING REPAIRS. Frames of cast-iron or steel may sometimes be repaired by brazing. Figure 105 illustrates a break repaired by brazing. Take great care in setting up broken castings for brazing especially when small errors in positioning cannot be corrected by adjustment.

c. STRIPPED THREADS. (1) When threads in parts have been stripped they can sometimes be repaired by using the next larger size tap

that has the same number of threads per inch, and by using the next larger size screw. For example, a No. 6–32 thread that has been stripped can be retapped with a No. 8–32 tap, and a No. 8–32 screw used instead of the No. 6–32 screw.

(2) When the above method is not suitable, repairs may sometimes be made by drilling a clearance hole for the screw, and soldering a steel hexagon nut over the hole on the side away from the screw. (See fig. 106.)

d. REPAIRS BY SOLDERING. Solder may be used in joining any metals which can be tinned, such as copper, brass, or steel; but the repairs must be made in such a way that there is little strain on the solder. Figure 107 shows a repair to a steel bar using solder and a piece of sheet metal bent in the form of a U. Both the sheet metal and the repaired part must be tinned by using an acid flux. In the above example, a large area of solder holds each side of the broken part to the sheet metal, and the sheet metal gives the joint strength. When acid flux is used for tinning, the parts must be cleaned in hot water to remove the traces of acid left after soldering.

e. TEMPERED METAL PARTS. (1) Parts, such as small springs broken near the ends, may sometimes be used by turning up a new end loop with a pair of pliers.

(2) Large springs and tools that are broken near the ends can sometimes be heated and bent into shap. Figure 108 shows a spring, the end of which has been repaired by heating and reshaping. Certain tools can be heated, reformed, hardened, tempered, and resharpened in order to restore their usefulness.

Section XV. REQUIREMENTS AND ADJUSTMENTS

170. Introduction to Test Requirements and Adjustment Procedures

a. GENERAL. The data in this section include all test requirements and adjustments for typing reperforators. The information is arranged in the sequence that will normally be followed when a test and adjustment of a complete typing reperforator is undertaken.

Note. The adjustments given in this section apply to all the typing reperforators covered in this manual. No changes in mechanical adjustments are required when the typing reperforators are adapted to receive from cam-type transmitter distributors which operate at 390 operations per minute.

b. INDEX. When a complete test and adjustment is not involved, refer to the index to locate the desired information.

Caution: Always remember that a change in any one adjustment requires the checking of all related adjustments.

171. Details of Requirements and Procedures

The information in each paragraph is arranged under three headings: preparation, requirements, and adjustments.

a. PREPARATION. Necessary instructions for arranging the unit for testing or adjusting are furnished under this heading.

b. REQUIREMENTS. Measurements, spring tensions, settings, etc., that have been found to give the best results are furnished under this heading. Some requirements have a very small working margin and others have a large working margin. Owing to slight differences in various machines of the same model, some reperforators function much better when clearances are adjusted to minimum values recommended, other reperforators give better results with clearances adjusted to maximum values. The same is true for spring tensions, air gaps, etc. Therefore, the requirements given in this manual for clearances, spring tensions, etc., should be applied as necessary to give the best results and operation.

c. ADJUSTMENTS. Each adjustment is described in the text and for emphasis is often indicated in the illustration. The adjustments vary in nature, including replacing an old spring with a new one, bending a leaf spring with a spring bender, cutting and then forming a new loop end on coil springs, repositioning an eccentric screw, inserting shims between

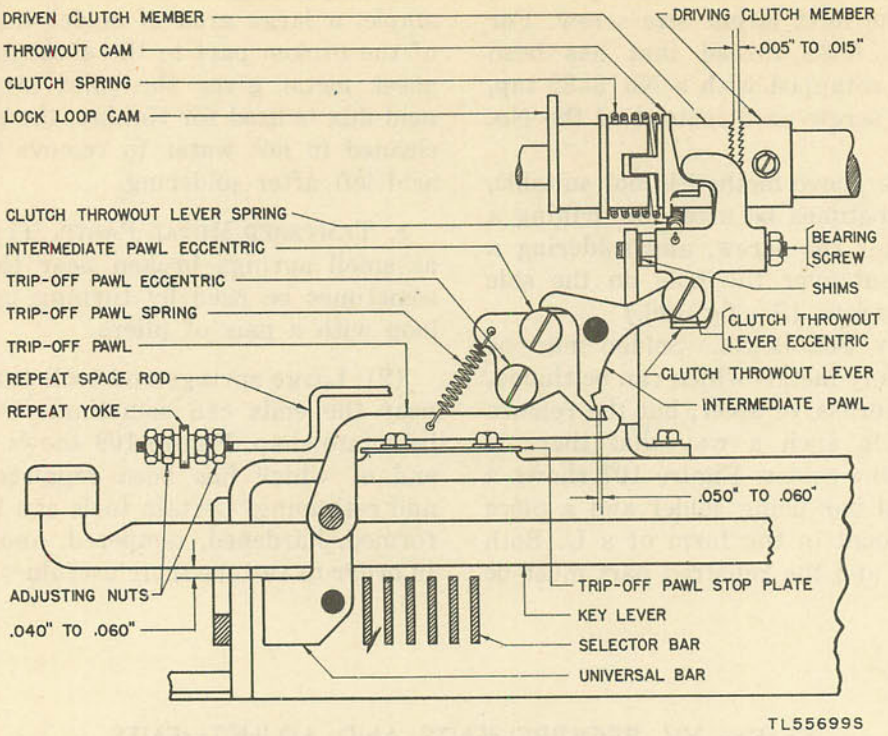

Figure 109. Keyboard base requirements.

parts, etc. As a starting point when making adjustments set the clearances etc., midway between the minimum and maximum values until it can be determined if more critical adjustments are required.

172. Preparation for Checking and Adjusting

a. GENERAL. Reperforator adjustments are made on the basis of various units and assemblies. To facilitate checking and adjusting, it is necessary to remove some of the units and assemblies, or to set up certain functions.

b. REMOVING AND REPLACING ASSEMBLIES AND UNITS FROM ASSOCIATED EQUIPMENT. Refer to disassembly and reassembly information in section XIV for detailed information when required.

c. SETTING UP CERTAIN CHARACTER OR FUNCTION. When the instructions for making an adjustment specify the setting up of a certain character or function, use the following method: rotate the motor fan or governor counterclockwise, as viewed from the fan or governor end, until the locking lever is about to drop off the long high part of the locking cam. Move the armature extension (if the unit is equipped with a pulling magnet selector) or the selector arm (if the unit is equipped with a holding magnet selector) to the operated (marking) or unoperated (spacing) side in accordance with first selecting impulses of the code combination to be set up. Refer to code chart. (See fig. 21.) Hold the armature extension or the selector-arm extension in this position, and again rotate the motor fan or governor until the top (No. 1) selector sword has been positioned and the locking lever is on a peak of the locking cam. Position the armature extension or the selector-arm extension in accordance with the second impulse of the code combination to be set up and repeat the procedure followed in positioning the top (No. 1) selector sword. Position all of the selector swords following the foregoing procedure. When all swords have been positioned and the main clutch has been engaged, further rotation of the motor fan or governor will cause the unit to select the character or to perform the function which has been set up.

d. SPRING TENSION. Spring tension values given in this manual were derived from meas-

urements made with teletype spring scales which are calibrated for use in a vertical pull position; when the scales are used in any other position the reading is an indicated value. To get the proper spring value readings, use spring scales included in the teletypewriter tool kit as shown in the illustrations.

e. FIXED PIVOTS. Solid black circles in illustrations indicate fixed pivots.

173. Universal-Bar Pilot-Screw Adjustment (fig. 109)

a. PREPARATION. Remove reperforator unit from keyboard base. Remove the base cover plate.

b. REQUIREMENTS. The trip-off pawl should be approximately midway between the sides of the slot in the casting, and the universal bar should have some end play, not more than 0.010 inch.

c. ADJUSTMENT. Loosen the universal-bar pilot screw, move the trip-off pawl until it is midway between slot sides, insert 0.010-inch gage between shoulder of pilot screw and universal bar, retighten pilot screw. Tighten locknuts.

174. Tape-Out Lever Adjusting-Clamp Adjustment (fig. 110)

a. PREPARATION. Remove reperforator unit from keyboard base. Remove the base cover plate.

b. REQUIREMENTS. There should be a clearance of ¼-inch (plus or minus 1/32-inch) between the tape-out lever and the tape-reel roller, with the locking pawl touching the front face of bell-hammer extension and the play of bell hammer taken up in a direction away from the bell.

c. ADJUSTMENT. Loosen the clamping screw, hold the adjusting clamp firmly against the locking-pawl bushing, and move the adjusting clamp to engage the extension on the locking-pawl. Tighten the clamping screw making sure that the locking-pawl bushing has no end play between the shoulder on the shaft and the adjusting clamp.

175. Trip-Off Pawl Stop-Plate Adjustment

a. PREPARATION. Remove the reperforator unit from the keyboard base. Remove the baseplate cover.

b. REQUIREMENTS. There should be 0.040-inch to 0.060-inch clearance between all key-levers and the universal bar. (See fig. 109.)

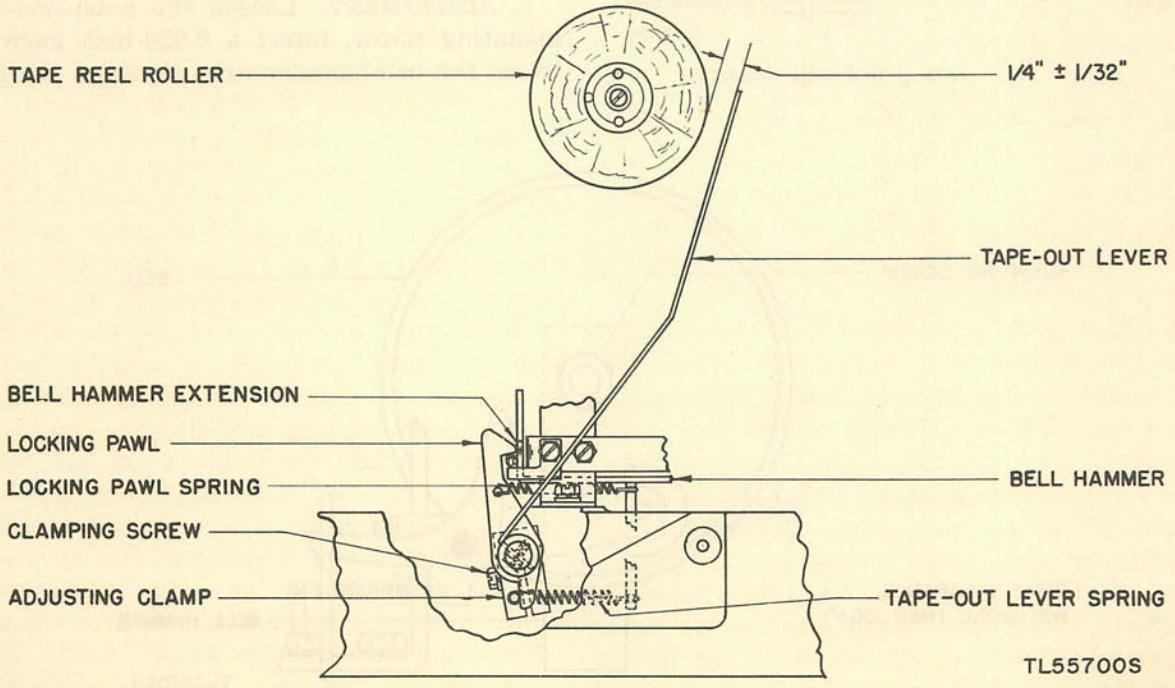

Figure 110. Tape-out lever adjusting-clamp requirements.

c. ADJUSTMENT. Loosen both trip-off pawl stop-plate nuts, move plate in desired direction so that the 0.040-inch gage can be inserted between the keylevers and the top of the universal bar and the 0.060-inch gage does not fit, retighten stop-plate nuts.

176. Gear Guard Adjustment (fig. 111)

a. PREPARATION. Remove reperforator unit from keyboard base.

b. REQUIREMENTS. There should be 0.002-inch to 0.004-inch clearance between the bell hammer and the bell operating post when the bell hammer is held in its locked position by the locking pawl.

c. ADJUSTMENT. Move the bell hammer to its locked position, loosen gear-guard mounting screws with a long screwdriver, move the guard until proper clearance is obtained between the bell hammer and the bell operating post. Retighten mounting screws.

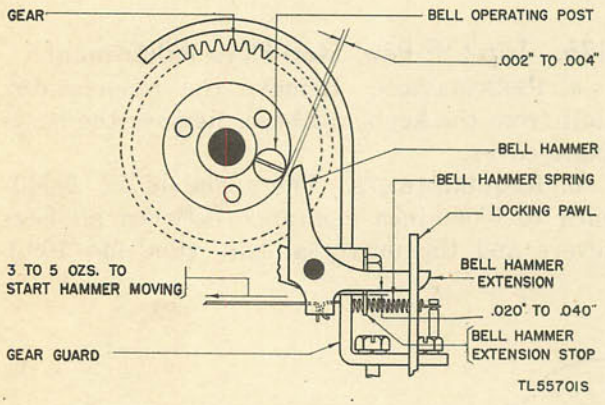

Figure 111. Gear guard adjustment.

177. Bell Adjustment (fig. 112)

a. PREPARATION. Remove the reperforator unit from the base.

b. REQUIREMENTS. Move the bell hammer to its unlocked position. There should be some clearance, but not more than 0.004-inch, between the bell hammer and the bell when the bell hammer is in the unlocked position.

c. ADJUSTMENT. Loosen the bell mounting screw, insert a 0.004-inch gage between the bell hammer and the bell. Move the bell until proper clearance has been obtained. Retighten the bell mounting screw.

178. Bell-Hammer Extension Stop Adjustment

a. PREPARATION. Remove the reperforator unit from the base.

b. REQUIREMENTS. Move the main-shaft until the locking pawl engages the bell-hammer extension. There should be 0.020-inch to 0.040-inch clearance between the lower side of the bell-hammer extension and the bell-hammer extension stop when the locking pawl is engaging the bell-hammer extension. (See fig. 111.)

c. ADJUSTMENT. Loosen the extension-stop mounting screw, insert a 0.020-inch gage between the bell-hammer extension and the bell-

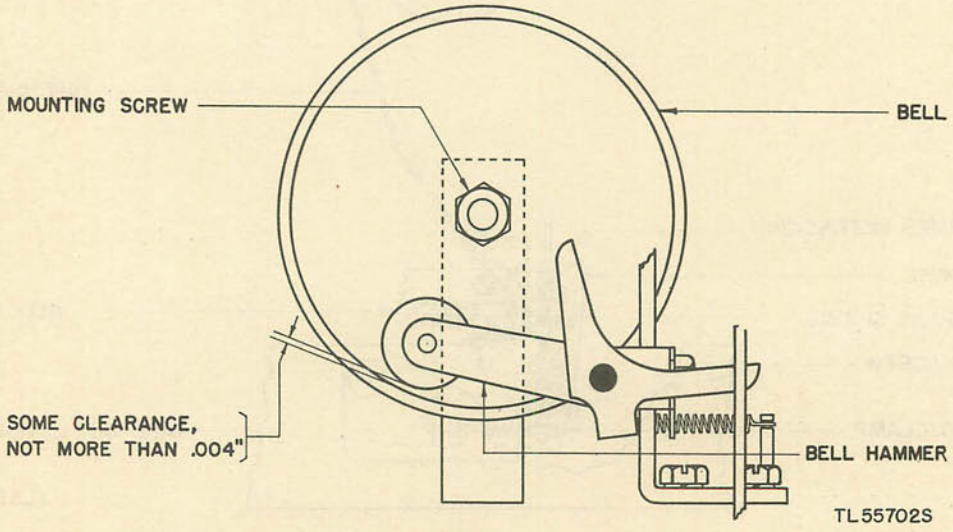

Figure 112. Bell requirements.

hammer extension stop. Move the stop until the proper clearance is obtained. Retighten the mounting screw.

179. Bell-Hammer Spring Tension Adjustment

a. PREPARATION. Remove the reperforator unit from the base.

b. REQUIREMENTS. Hook an 8-ounce scale in the spring hole, and pull horizontally away from the spring. With the bell hammer resting against the gear guard it should require 3 to 5 ounces to start the hammer moving. (See fig. 111.)

c. ADJUSTMENT. If requirement is not met, replace with a new spring.

180. Tape-Out Lever Spring Tension Adjustment

a. PREPARATION. Remove the reperforator unit from the base. Remove the locking-pawl spring.

b. REQUIREMENTS. Rotate the bell operating post out of the way. With an 8-ounce scale hooked in the spring hole of the locking pawl, and pulling toward the rear of the base at right angles to the front of the pawl, it should require 3 to 4¼ ounces to cause the locking pawl to just butt against the bell-hammer extension. (See fig. 110.)

c. ADJUSTMENT. If requirement is not met, replace with a new spring.

181. Locking-Pawl Spring Tension Adjustment (fig. 113)

a. PREPARATION. Remove the reperforator unit from the base.

b. REQUIREMENTS. With the locking pawl resting against the front face of the bell-hammer extension, hold down the tape-out lever. Hook an 8-ounce scale in the spring hole and pull in line with the spring toward the front of the unit. It should require ¼ to ¾ ounces to start the pawl moving.

c. ADJUSTMENT. If the requirement is not met, replace with a new spring.

182. Lock-Loop Spring Tension Adjustment (fig. 114)

Note: This adjustment applies to the keyboard base only.

a. PREPARATION. None required.

b. REQUIREMENTS. Rotate the transmitting shaft until the lock-loop roller is resting on the low part of its cam. Hook an 8-ounce scale in the lock-loop spring hole and pull in line with the spring. It should require from 4 to 5 ounces to start the lock loop moving.

c. ADJUSTMENT. If the requirements are not met, replace with a new spring.

183. Transmitting-Cam Cylinder Adjustment (fig. 115)

a. PREPARATION. Remove the reperforator unit from the keyboard base.

b. REQUIREMENTS. The transmitting-cam cylinder should have some end play, but not more than 0.002-inch.

c. ADJUSTMENT. Adjust the bushing in the rear bearing bracket by means of its adjusting nuts.

184. Locking-Lever Shaft Adjustment (fig. 114)

a. PREPARATION. Remove the reperforator unit from the keyboard base.

b. REQUIREMENTS. With the locking levers in the spacing position and the contact levers on the high part of their cams, there should be not less than 0.002-inch clearance between the locking levers and the contact levers when the play in the locking levers is taken up in a direction to make the clearance a minimum, and not more than 0.008-inch clearance when the play is taken up in a direction to make the clearance a maximum.

c. ADJUSTMENT. Adjust the position of the locking-lever shaft by means of its adjusting nut.

185. Locking-Lever Travel Adjustment (fig. 114)

a. PREPARATION. Remove the reperforator unit from the keyboard base.

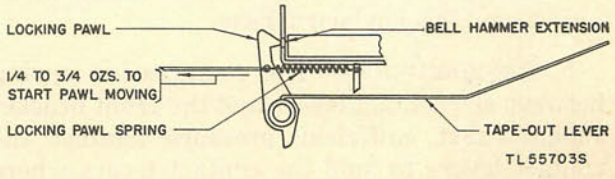

Figure 113. Locking-pawl spring tension requirements.

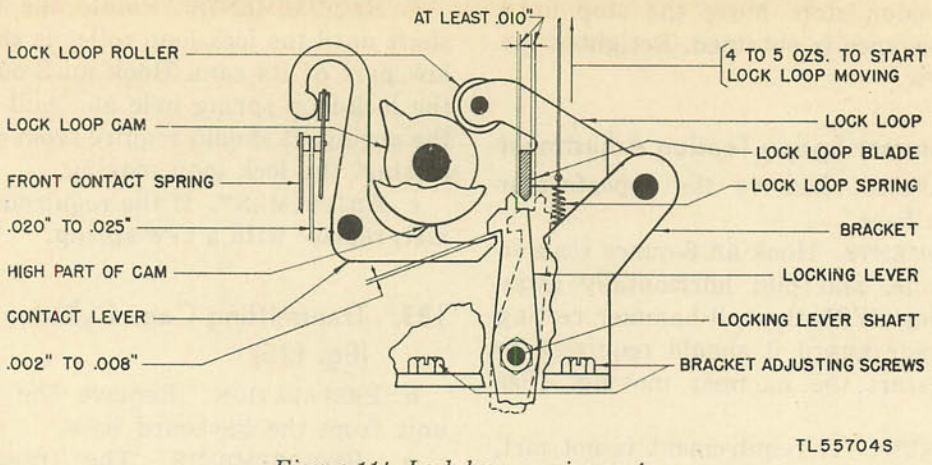

Figure 114. Lock-loop requirements.

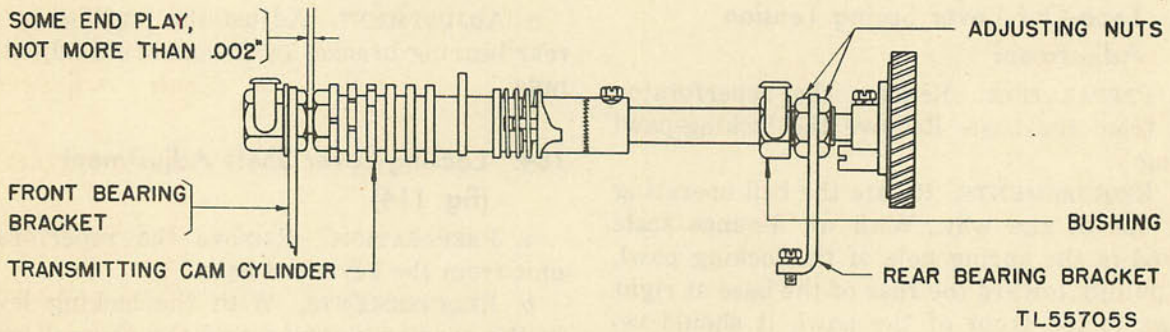

Figure 115. Transmitting-cam cylinder requirements

b. REQUIREMENTS. With the LETTERS key depressed and the lock-loop roller resting on the low part of its cam, there should be at least 0.010-inch clearance between any locking-lever finger and the lock-loop blade. Make a similar check when the BLANK key is depressed.

c. ADJUSTMENT. Loosen the four screws which hold the main bracket and shift the bracket.

186. Contact-Levers Compression Spring Adjustment (Transmitting Cam)

a. PREPARATION. Remove the reperforator unit from the keyboard base.

b. REQUIREMENTS. The compression spring between the contact levers and the front bracket should exert sufficient pressure against the contact levers to hold the contact levers where they are placed.

c. ADJUSTMENT. Check all contact levers when they are in their indents on the transmitting cam. If requirement is not met, replace with new compression springs.

187. Transmitting-Contact Gap Adjustment (fig. 114)

a. PREPARATION. Remove the reperforator unit from the keyboard base.

b. REQUIREMENTS. With each contact lever on the high part of its cam, the contact gap should be from 0.020-inch to 0.025-inch.

c. ADJUSTMENT. Bend the shorter contact spring to obtain this clearance. For the start-stop contact *only*, clearance should be 0.015-inch to 0.025-inch.

188. Transmitting-Contact Spring Pressure Adjustment (fig. 116)

a. PREPARATION. Remove the reperforator unit from the keyboard base.

b. REQUIREMENTS. With each contact lever on the low part of its cam. it should require a pressure of 4½ to 5½ ounces to open the contacts when pressing against the spring above the contact point.

c. ADJUSTMENT. Bend the longer contact spring. Recheck the contact gap adjustment.

189. Clutch Throw-Out Lever Adjustment (fig. 109)

a. PREPARATION. Remove the reperforator unit from the keyboard base.

b. REQUIREMENTS. There should be from 0.005-inch to 0.015-inch clearance between the clutch teeth when the clutch is fully disengaged.

c. ADJUSTMENT. Position the clutch throw-out lever by means of shims placed between the bearing screw and the bracket.

190. Clutch-Spring Compression Adjustment (fig. 117)

a. PREPARATION. Remove the reperforator unit from the keyboard base.

b. REQUIREMENTS. Move the clutch to its operated position. Hook a 32-ounce scale to the driven-member projection and pull directly in line with the shaft. It should require from 9 to 12 ounces to separate the clutch teeth.

c. ADJUSTMENT. If requirement is not met, replace with a new compression spring.

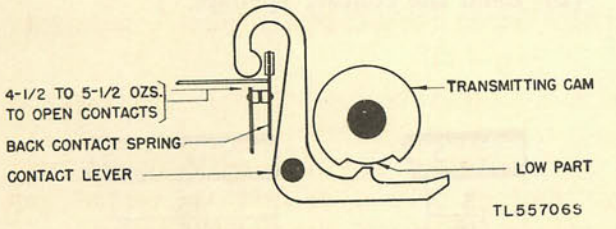

Figure 116. Transmitting-contact spring pressure requirements.

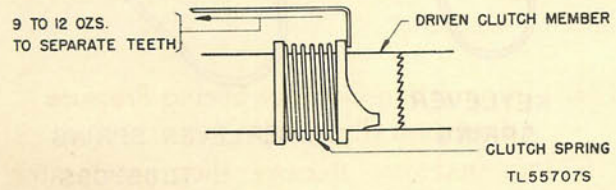

Figure 117. Clutch-spring compression requirements.

191. Lock-Loop Roller Adjustment (fig. 114)

(This adjustment applies only to keyboards equipped with a lock loop having an elongated mounting hole for roller pivot screw.)

a. PREPARATION. Remove the reperforator unit from the keyboard base.

b. REQUIREMENTS. Rotate the keyboard shaft until the clutch teeth are disengaged. Press the lock-loop roller against its cam to fully disengage the clutch teeth, and position the locking levers directly below the lock-loop blade to make the clearance a minimum. Under these conditions, there should be from 0.008-inch to 0.015-inch clearance between the lock-loop blade and the locking lever having the least clearance.

c. ADJUSTMENT. Position the roller pivot screw by utilizing its elongated mounting hole.

192. Intermediate-Pawl Eccentric Adjustment (fig. 109)

a. PREPARATION. Remove the reperforator unit from the keyboard base.

b. REQUIREMENTS. There should be from 0.050-inch to 0.060-inch clearance between the trip-off pawl and the intermediate pawl when the trip-off pawl is resting against the stop plate and the intermediate pawl is against its eccentric.

c. ADJUSTMENT. Adjust by means of the intermediate-pawl eccentric.

193. Clutch Throw-Out Lever Eccentric Adjustment (fig. 109)

a. PREPARATION. Remove the reperforator unit from the keyboard base.

b. REQUIREMENT. The intermediate pawl should be held firmly between the clutch throw-out lever and the intermediate-pawl eccentric when the clutch throw-out lever is resting on the low part of the cam.

c. ADJUSTMENT. Adjust by means of the clutch throw-out lever eccentric screw.

194. Trip-Off Pawl Eccentric Adjustment (fig. 109)

a. PREPARATION. Remove the reperforator unit from the keyboard base.

b. REQUIREMENTS. Hold the clutch throw-out lever against the outer surface of the throw-out cam of the driven member, and at the same

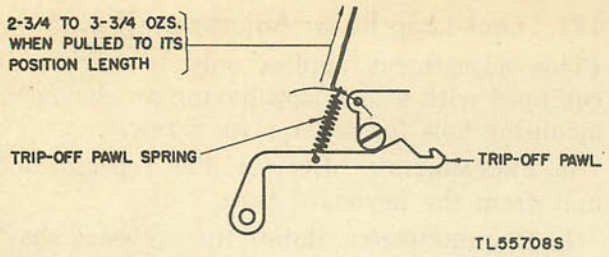

Figure 118. Trip-off pawl spring tension requirements.

time hold the clutch throw-out lever eccentric against the clutch throw-out lever. Under this condition the point on the trip-off pawl should clear the point on the intermediate pawl by not more than 0.004 inch when a keylever is being depressed.

c. ADJUSTMENT. Adjust by means of the trip-off pawl eccentric. The high part of the eccentric screw should be positioned toward the rear of the keyboard.

195. Clutch Throw-Out Lever Spring Tension Adjustment (fig. 109)

a. PREPARATION. Remove the reperforator unit from the keyboard base.

b. REQUIREMENTS. With the clutch teeth engaged and the clutch throw-out lever resting against the low part of the driven clutch member, hold the intermediate pawl against its eccentric and at the same time hook an 8-ounce scale over the throw-out lever, just above the spring hole, and pull in line with the spring. It should require 1½ to 2½ ounces to start the throw-out lever moving.

c. ADJUSTMENT. If this requirement is not met, replace with a new spring.

196. Trip-Off Pawl Spring Tension Adjustment (fig. 118)

a. PREPARATION. Remove the reperforator unit from the keyboard.

b. REQUIREMENTS. Unhook the trip-off pawl spring. Hook an 8-ounce scale in the spring eye. It should require 2¾ to 3¾ ounces to pull the spring to its normal position length.

c. ADJUSTMENT. If the requirement is not met, replace with a new spring.

197. Keylever Spring Adjustment (fig. 119)

a. PREPARATION. Remove reperforator unit from keyboard base; remove baseplate cover.

b. REQUIREMENTS. The opening between the ends of all keylever springs, excepting the spacer keylever spring, should measure 1 3/16 inches across the opening between the ends. The spacer keylever spring should measure 1 15/16 inches across the opening between the ends.

c. ADJUSTMENT. Adjust by bending the springs.

198. Slip-Connection Spring Adjustments (fig. 120)

a. PREPARATION. Remove the reperforator unit from the keyboard base.

b. REQUIREMENTS.

(1) With a suitable scale held parallel to the front edge of the front bracket on the base unit and the end of the scale held against the front post of the slip-connection terminal block, there should be a 7/16-inch to 15/32-inch space between the front post and the crimped portion of No. 16 slip-connection spring. Measure the distance from the rear post to No. 11 spring in the same manner.

(2) With a straightedge placed against the crimped portion of springs No. 11 and No. 16, there should be some clearance, but not over 0.015-inch, between the straightedge and springs No. 12 and No. 15 inclusive. There should also be a clearance not exceeding 0.015-inch between the straightedge and springs No. 17 and No. 18.

c. ADJUSTMENTS. (1) Bend springs No. 11 and No. 16.

(2) Bend the contact springs.

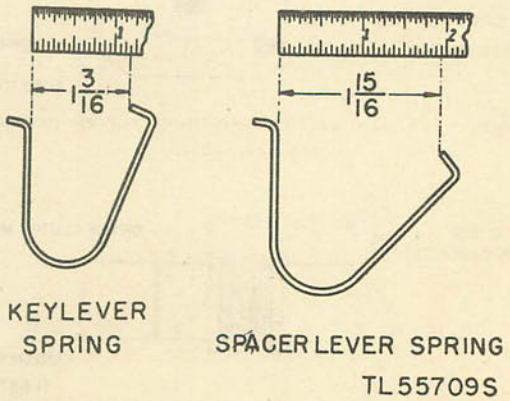

Figure 119. Keylever spring requirements.

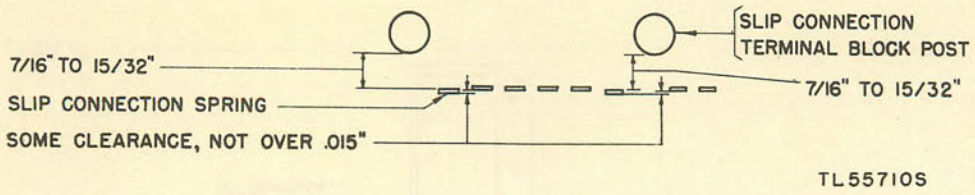

Figure 120. Slip-connection spring requirements.

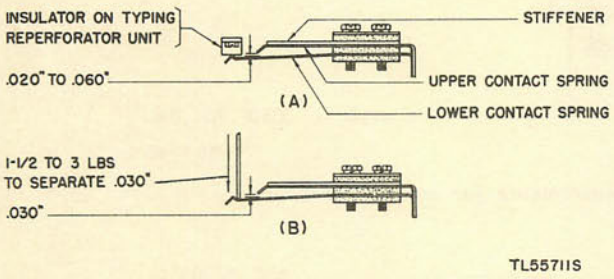

Figure 121. Line-shorting jack spring requirements.

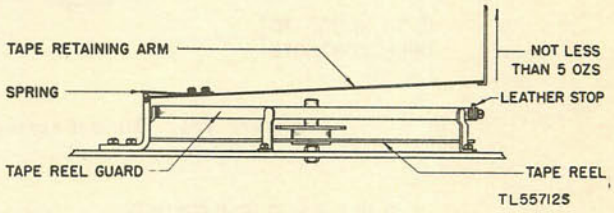

Figure 122. Tape-retaining arm spring tension requirements.

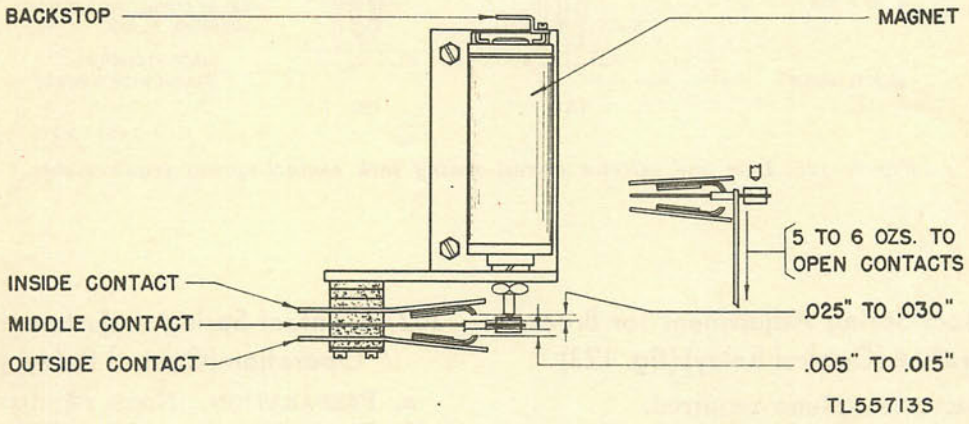

Figure 123. Contact-spring requirements for break operating.

199. Line-Shorting Jack Spring Adjustments (fig. 121)

a. PREPARATION. None required.

b. REQUIREMENTS. (1) With the typing reperforator unit in position on the base, there should be from 0.020-inch to 0.060-inch clearance between the upper and lower contact springs.

(2) With the typing reperforator unit removed from the base, apply a 12-pound scale to the top of the curved portion of the lower contact spring and push vertically downward. It should require 1½ to 3 pounds to separate the upper and lower contact springs 0.030 inch.

c. ADJUSTMENTS. (1) Bend the upper contact spring and stiffener.

(2) Bend the lower contact spring.

200. Tape-Retaining Arm Spring Tension Adjustment (fig. 122)

a. PREPARATION. None required.

b. REQUIREMENTS. With an 8-ounce scale hooked to the end of the tape-retaining arm and pulled vertically upward, it should require not less than 5 ounces to raise tape-retaining arm approximately 1 inch from its leather stop.

c. ADJUSTMENT. Adjust by bending springs not meeting requirements.

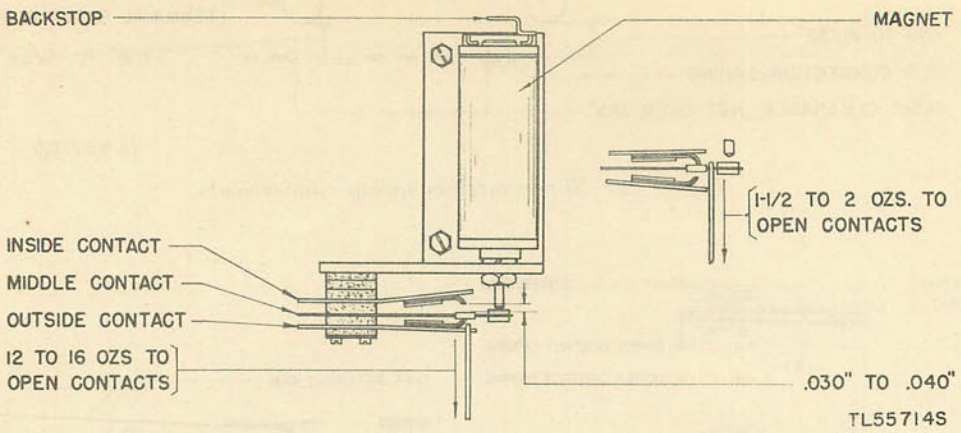

Figure 124. Contact-spring requirements for make operation

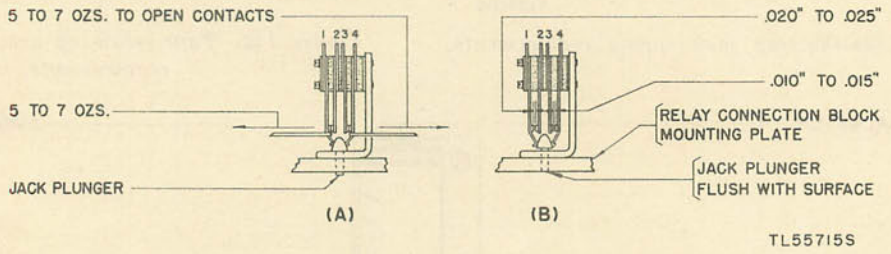

Figure 125. Line and selector circuit-closing jack contact-spring requirements.

201. Contact-Spring Adjustment for Break Operation (Control Relay) (fig. 123)

a. PREPARATION. None required.

b. REQUIREMENTS. (1) There should be a gap of 0.005-inch to 0.015-inch between the outside contact and the middle contact when the relay plunger is held operated.

(2) There should be a gap of 0.025-inch to 0.030-inch between the inside contact and the middle contact when the relay plunger is held operated.

(3) When the relay plunger is in the unoperated position, hook an 8-ounce scale over the middle contact spring at the side of the contact and pull horizontally at right angles to the contact spring. A pull of 5 to 6 ounces is required to cause the middle contact to break contact with the inside contact.

c. ADJUSTMENTS. (1) Bend the outside contact spring.

(2) Bend the inside contact spring.

(3) Bend the middle contact spring and recheck requirement number (2).

202. Contact-Spring Adjustment for Make Operation (Control Relay) (fig. 124)

a. PREPARATION. None required.

b. REQUIREMENTS. (1) With the relay plunger held operated, hook a 32-ounce scale over the end of the outside contact spring and pull horizontally at right angles to the spring; a pull of 12 to 16 ounces should cause the outside contact to just break contact with the middle contact.

(2) With the relay plunger held operated, there should be a gap of from 0.030-inch to 0.040-inch between the contact surfaces of the inside and middle contacts.

(3) With the relay plunger unoperated, hook an 8-ounce scale over the middle contact spring at the side of the contact and pull horizontally at right angles to the contact spring. It should require 1½ to 2 ounces to cause the middle contact to break contact with the inside contact.

c. ADJUSTMENTS. (1) Bend the outside contact spring.

(2) Bend the inside contact spring.

(3) Bend the middle contact spring and recheck requirement number (2).

203. Line and Selector Circuit-Closing Jack Contact-Spring Adjustments (fig. 125)

a. PREPARATION. None required.

b. REQUIREMENTS. (1) When the jack plunger is held flush with the relay connection-block mounting plate, there should be a gap of from 0.010-inch to 0.015-inch between the contact points of No. 3 and No. 4 contact springs.

(2) When the jack plunger is held flush with the relay connection-block mounting plate, there should be a gap of from 0.020-inch to 0.025-inch between the contact points of No. 1 and No. 2 contact springs.

(3) When an 8-ounce scale is hooked to contact springs No. 1 or No. 4 at right angles to the springs, it should require a pull of from 5 to 7 ounces to separate the contact points of contact springs of No. 1 and No. 2 or of contact springs No. 3 and No. 4, respectively.

c. ADJUSTMENTS. (1) Bend No. 3 contact spring.

(2) Bend No. 2 contact spring.

(3) Bend No. 1 and No. 4 contact springs.

204. Contact-Spring Position Adjustment (Tape Feed-Out Relay) (fig. 126)

a. PREPARATION. None required.

b. REQUIREMENTS. (1) The width of the contacting surface of each contact spring should be wholly within the length of the contacting surface of its mating contact spring. The maximum misalinement should not be over one-third of the width of the contacting surface.

(2) The hinge pins should not bind in the holes of the hinge bracket.

(3) The spring tangs should rest on the spool head so that the free end of the tang extends back of the front face of the spool head.

(4) The width of the spring tang should lie entirely within the projection of the top and bottom edges of the slots in the spool head, but the tang should not rub on the spool head when moved in the direction of travel of the spring from its normal position of rest on the spool head.

(5) With the spring tensions of contact springs X and No. 5 approximately equal, both legs of the armature should bear against the hinged bracket when the armature is in either the operated or the unoperated position.

c. ADJUSTMENTS. Slightly loosen the contact-spring mounting screws and position the springs and hinged brackets.

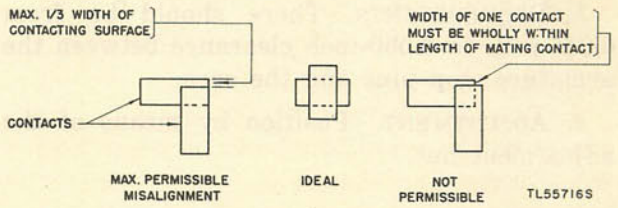

Figure 126. Contact-spring position requirements.

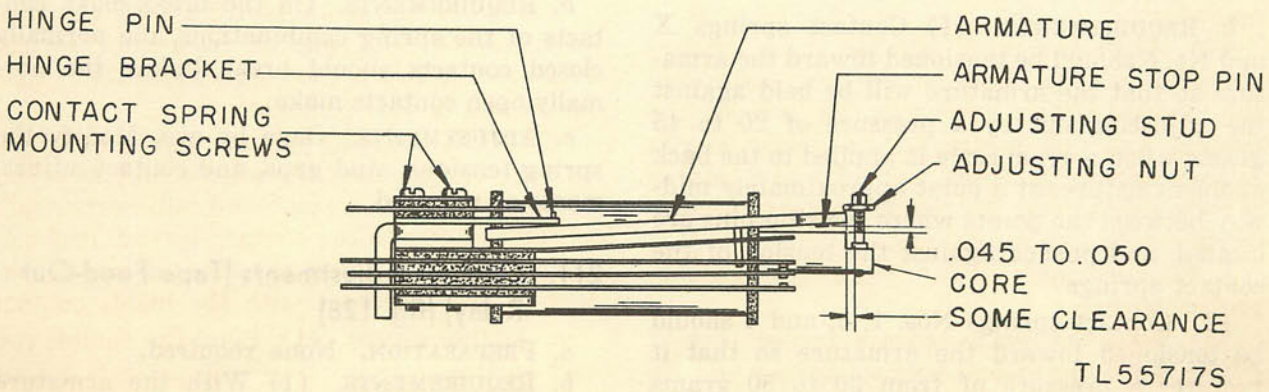

Figure 127. Adjusting-stud clearance requirements.

205. Adjusting-Stud Clearance Adjustment (Tape Feed-Out Relay) (fig. 127)

a. PREPARATION. None required.

b. REQUIREMENTS. There should be some clearance between the armature and the adjusting stud over the entire armature travel.

c. ADJUSTMENT. Bend the stud with a pair of long-nose pliers to obtain this clearance.

206. Adjusting-Nut Tightness Adjustment (Tape Feed-Out Relay) (fig. 127)

a. PREPARATION. None required.

b. REQUIREMENTS. The adjusting nut should be sufficiently tight on the stud to prevent its being readily turned with the thumb and forefinger.

c. ADJUSTMENT. Back off the adjusting nut from the adjusting stud until its slotted portion is free of the stud, then force the slotted parts of the nut closer together, using a pair of long-nose pliers.

207. Armature-Travel Adjustment (Tape Feed-Out Relay) (fig. 127)

a. PREPARATION. None required.

b. REQUIREMENTS. There should be from 0.045-inch to 0.050-inch clearance between the armature stop pins and the core.

c. ADJUSTMENT. Position by means of the adjustment nut.

208. Contact-Spring Tension Adjustment (Tape Feed-Out Relay) (fig. 128)

a. PREPARATION. None required.

b. REQUIREMENTS. (1) Contact springs X and No. 5 should be tensioned toward the armature so that the armature will be held against the adjusting nut by a pressure of 20 to 45 grams when a gram scale is applied to the back of the armature, at a point approximately midway between the points where the stop pins are located, and pushed against the tension of the contact springs.

(2) Contact springs Nos. 1, 3, and 4 should be tensioned toward the armature so that it requires a pressure of from 30 to 50 grams to start the tang of each spring moving away from the side of the slot next to the armature when the armature is held in the operated position, and a gram scale is applied to contact springs Nos. 1, 3, and 4.

(3) Contact spring No. 2 should be tensioned toward the armature so that it requires a pressure of from 20 to 40 grams to cause it to break contact with No. 3 contact.

c. ADJUSTMENTS. (1) Bend contact springs X and No. 5.

(2) Bend contact springs Nos. 1, 3, and 4.

(3) Bend contact spring No. 2.

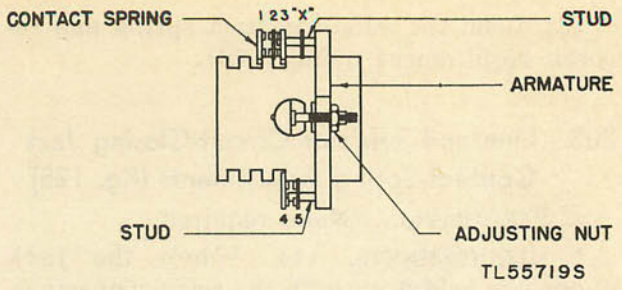

Figure 128. Contact-spring tension requirements.

209. Stud Gap Adjustment (fig. 128)

a. PREPARATION. None required.

b. REQUIREMENTS. With the armature unoperated there should be at least a 0.006-inch clearance between the end of the stud and the No. 2 contact spring.

c. ADJUSTMENT. Bend the tang of No. 3 contact spring and recheck its spring pressure.

210. Contact Sequence Adjustments (Tape Feed-Out Relay)

a. PREPARATION. None required.

b. REQUIREMENTS. On the break-make contacts of the spring combinations, the normally closed contacts should break before the normally open contacts make.

c. ADJUSTMENTS. Gage by eye. Modify the spring tensions, stud gaps, and contact adjustments as required.

211. Contact Adjustments (Tape Feed-Out Relay) (fig. 128)

a. PREPARATION. None required.

b. REQUIREMENTS. (1) With the armature in the unoperated position, both contacts of

the forked spring No. 2 should make with the contacts of spring No. 3.

(2) The make contacts of the No. 2 and No. 5 contact springs should make contact with their mating contacts on the No. 1 and No. 4 contact springs approximately simultaneously. The break contacts of the No. 2 contact springs should separate from their mating contacts on the No. 3 spring approximately simultaneously.

(3) Contact springs No. 2 and No. 5 should meet the following requirements:

(*a*) When the relay is electrically energized (with approximately 0.030 ampere of current) against a 0.016-inch gage inserted between the armature and the core, none of the make contacts on either the No. 2 or No. 5 contact springs should make contact with a mating contact on the associated No. 1 and No. 4 contact springs.

(*b*) When the relay is electrically energized (with approximately 0.030 ampere of current) against a 0.009-inch gage inserted between the armature and core; at least one of the make contacts on each of the No. 2 and No. 5 contact springs should make contact with its mating contact on the associated No. 1 and No. 4 contact springs.

(*c*) When the relay is electrically energized (with approximately 0.030 ampere of current) against a 0.005-inch gage inserted between the armature and the core, both break contacts on the No. 2 contact spring should be separated from their mating contacts on the associated No. 3 break contact spring.

c. ADJUSTMENTS. (1) Bend the contacts of spring No. 2.

(3) Bend contacts of springs No. 2 and No. 5.

(3) Bend the tangs on each of the No. 1 and No. 4 contact springs, then recheck their pressure.

212. Lock-Bar Eccentric Bushing Adjustment

a. PREPARATION. Remove the reperforator unit from the keyboard base.

b. REQUIREMENTS. With the keylevers resting against the leather upstop and the lock bar in its extreme left-hand position, the keylevers should be blocked by the projections on the lock bar and there should be at least a 0.010-inch clearance between the bottom of the keylevers and the top of the projections.

c. ADJUSTMENT. Position the eccentric bushings on which the lock bar mounts.

213. Space-Repeat Rod Adjustment (fig. 109)

a. PREPARATION. Remove the reperforator unit from the keyboard base.

b. REQUIREMENTS. There should be a 0.010-inch to 0.020-inch clearance between the clutch throw-out lever and the high part of the throw-out cam, when the space bar is held depressed by applying pressure at approximately the center of the space bar until the bar rests lightly against it downstops.

c. ADJUSTMENT. Position the adjusting nuts on the space-repeat rod.

214. Space-Repeat Rod Spring Tension Adjustment (fig. 109)

a. PREPARATION. None required.

b. REQUIREMENTS. Hold the repeat yoke unoperated. Hook an 8-ounce scale over the space-

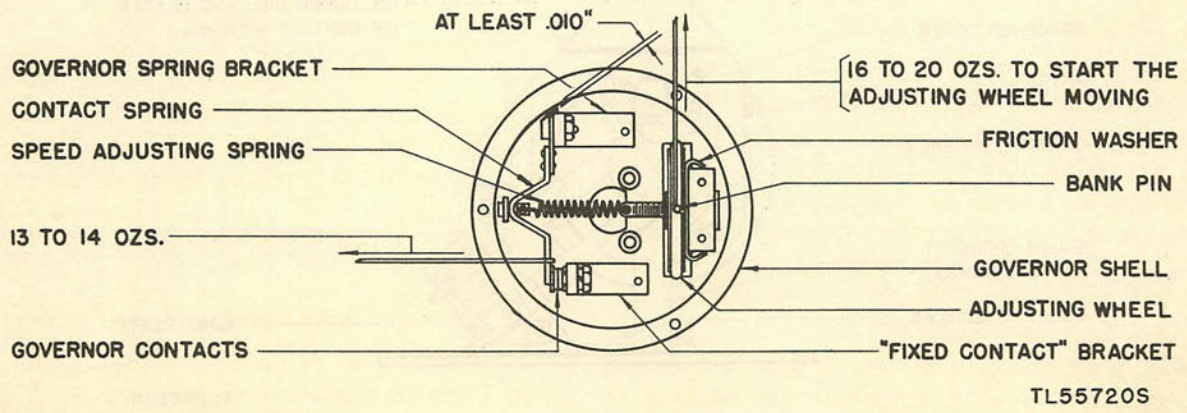

Figure 129. Governor shell requirements.

repeat rod just below the spring and pull horizontally toward the front of the keyboard. It should require ¾ to 1¾ ounces to start the rod moving.

c. ADJUSTMENT. If this requirement is not met, replace with a new spring.

215. Governor Shell Adjustment (fig. 129)

a. PREPARATION. Remove the governor-adjusting bracket and governor cover. Remove the speed-adjusting spring.

b. REQUIREMENTS. (1) The governor contact points should meet squarely and there should be at least 0.010-inch clearance between the governor spring bracket and the rim of the governor shell.

(2) There should be a gap of 0.015-inch to 0.040-inch between the governor contacts.

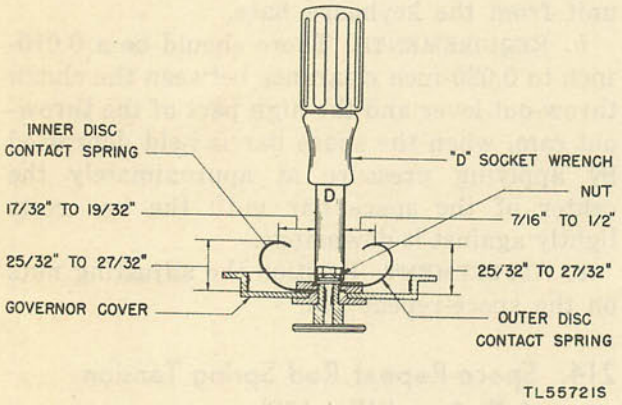

Figure 130. Inner and outer disk contact-spring requirements.

c. ADJUSTMENTS. (1) Position the governor spring bracket by means of its mounting screws. If necessary, reposition the fixed-contact bracket to facilitate squaring up the contacts.

(2) Bend the governor contact spring, and replace the speed-adjusting spring.

216. Speed-Adjusting Wheel Friction-Washer Spring Pressure Adjustment (fig. 129)

a. PREPARATION. Remove the governor adjusting bracket and governor cover.

b. REQUIREMENTS. Rotate the speed-adjusting wheel to a point where the governor contact pressure is 13 to 14 ounces, as indicated by hooking a 32-ounce scale over the contact spring next to the contact point and pulling parallel to the speed-adjusting spring. Then insert a bank pin radially in the leather rim of the speed-adjusting wheel, and hook a 32-ounce scale over the pin and pull at a tangent to the periphery of the adjusting wheel. It should require 16 to 20 ounces to start the wheel moving.

c. ADJUSTMENT. To adjust the friction, remove the friction washer and bend the large projections.

217. Inner and Outer Disk Contact-Spring Adjustments (fig. 130)

a. PREPARATION. Remove the governor cover, target, and brush spring plate.

b. REQUIREMENTS. (1) The distance from the inside surface of the governor cover to the

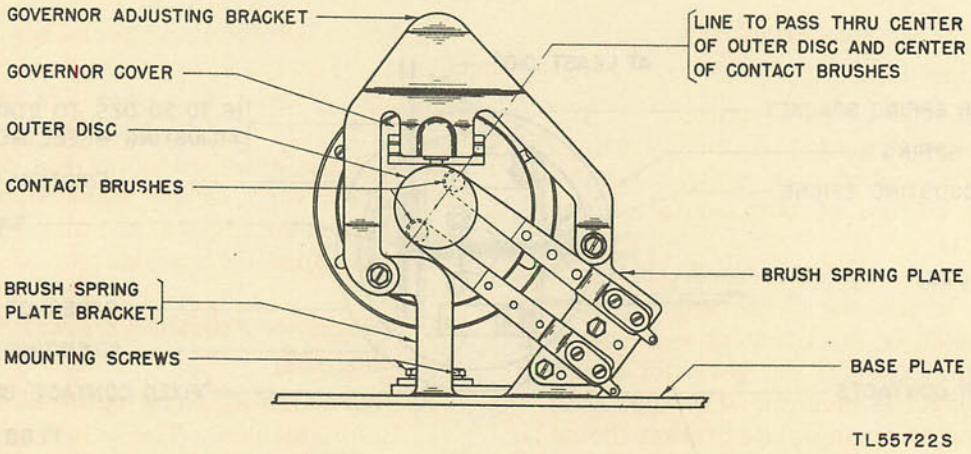

Figure 131. Governor-brush spring-plate bracket requirements

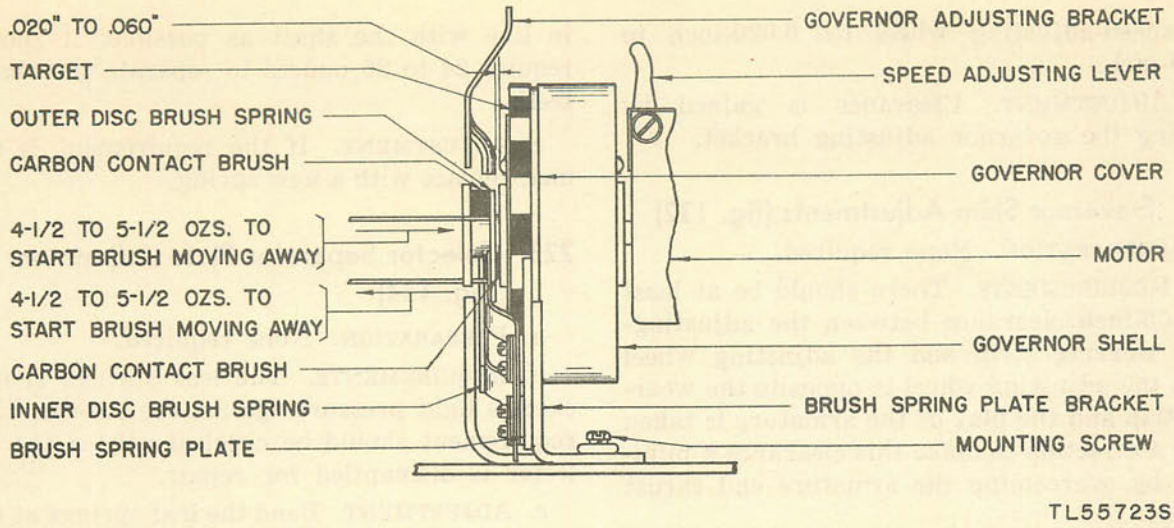

Figure 132. Governor-brush spring pressure requirements.

highest point on the contact springs should be from 25/32-inch to 27/32-inch.

(2) Place a D socket wrench over the nut, located in the center of the governor cover, that is used to hold the contact springs in place. With a 6-inch scale, measure the radial distance from the vertical surface of the wrench to the point where the scale touches the curved surface of the inner disk contact spring. This distance should be 17/32 to 19/32-inch.

(3) In a similar manner, measure the distance from the wrench to the point of contact on the outer disk contact spring. This distance should be from 7/16 to ½-inch.

c. ADJUSTMENT. Adjust by bending the contact springs. Replace the governor cover, target, and brush spring plate.

218. Governor-Brush Spring-Plate Bracket Adjustment

a. PREPARATION. None required.

b. REQUIREMENTS. (1) A line through the center of the outer disk should also pass through the centers of both contact brushes. (See fig. 131.)

(2) The surface of the brush spring-plate bracket, on which the brush spring plate is mounted, should be in alinement with the outer surface of that part of the governor cover on which the target is mounted. (See fig. 132.)

(3) The brush spring-plate bracket should be parallel to the edge of the motor-base plate.

c. ADJUSTMENTS. Adjust the brush spring-plate bracket by utilizing its mounting slots.

219. Governor-Brush Spring Pressure Adjustment (fig. 132)

a. PREPARATION. Remove the governor adjusting bracket.

b. REQUIREMENTS. (1) *Inner disk brush spring.* Hook an 8-ounce scale over the inner spring just in front of the carbon contact brush. Pulling horizontally away from the motor, it should require 4½ to 5½ ounces to start the brush moving away from the disk.

(2) *Outer disk brush spring.* Apply an 8-ounce push scale against the outer brush spring, just in front of the carbon contact brush. Pushing horizontally toward the motor, it should require 4½ to 5½ ounces to start the brush moving away from the disk.

c. ADJUSTMENT. Remove and bend the brush spring. When the springs are replaced and the pressure obtained, take care that the contact brushes lie flat against their respective disks, and that the outer edges of the brushes are either flush with, or not more than 3/64-inch inside, the outer edges of the disks. Replace the governor adjusting bracket.

220. Governor Adjusting Bracket Adjustment (fig. 132)

a. PREPARATION. None required.

b. REQUIREMENTS. The adjusting surface of the governor adjusting bracket should clear

the speed-adjusting wheel by 0.020-inch to 0.060-inch.

c. ADJUSTMENT. Clearance is gained by bending the governor adjusting bracket.

221. Governor Shim Adjustments (fig. 132)

a. PREPARATION. None required.

b. REQUIREMENTS. There should be at least a 0.006-inch clearance between the adjusting-lever wearing strip and the adjusting wheel when the adjusting wheel is opposite the wearing strip and the play of the armature is taken up in a direction to make this clearance a minimum by overcoming the armature end thrust spring.

c. ADJUSTMENT. Install shims on the armature shaft between the governor hub and the end frame casting.

222. Main-Shaft Clutch Spring Tension Adjustment (fig. 133)

a. PREPARATION. Remove reperforator unit from the base and place in position on its back.

b. REQUIREMENTS. With the teeth of the driven clutch member resting against the teeth of the driving member but not engaged, hook a 32-ounce scale over the throw-out cam on the driven clutch member and pull as nearly in line with the shaft as possible. It should require 24 to 30 ounces to separate the clutch teeth.

c. ADJUSTMENT. If the requirement is not met, replace with a new spring.

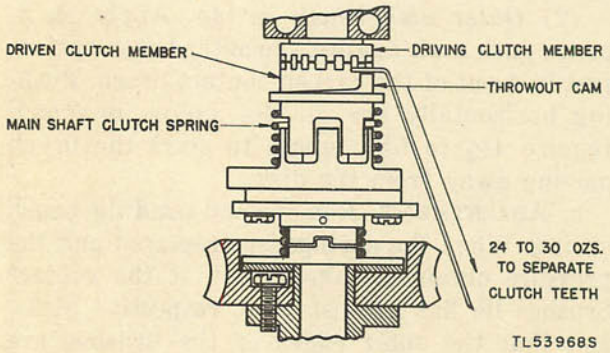

Figure 133. Main-shaft clutch spring tension requirements.

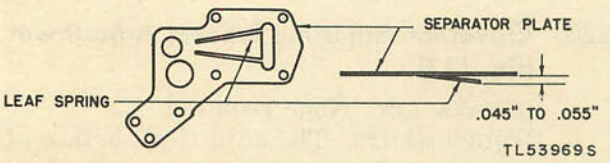

Figure 134. Selector separator plate requirements.

223. Selector Separator Plate Adjustment (fig. 134)

a. PREPARATION. None required.

b. REQUIREMENTS. The leaf springs should exert a light pressure against the swords. This requirement should be checked only if the selector is dismantled for repair.

c. ADJUSTMENT. Bend the leaf springs at the narrow portions so that the ends of the springs are 0.045-inch to 0.055-inch below the under surface of the straight portions. *Be very careful in removing and replacing the selector lever springs to guard against distorting them. The subsequent selector adjustments will be facilitated if the swords and selector levers are replaced in the identical location they formerly occupied.*

224. Main-Shaft Adjustment (fig. 135)

a. PREPARATION. None required.

b. REQUIREMENTS. Rotate the selector-cam sleeve at least one complete revolution. The cams on the selector-cam sleeve should line up with their associated selector levers.

c. ADJUSTMENT. Loosen the four screws that hold the main-shaft bearing brackets. Set the position of the main shaft so that the requirement is met. Retighten the screws.

225. Main-Shaft Clutch Throw-Out Lever Adjustment (fig. 135)

a. PREPARATION. None required.

b. REQUIREMENTS. The clutch throw-out lever should be free on its bearings with no perceptible end play and there should be from 0.010-inch to 0.020-inch clearance between the ends of the clutch teeth when the members are fully disengaged.

c. ADJUSTMENT. Position the clutch throw-out lever upper pivot screw and adjust the lower pivot screw so that the clutch throw-out lever is free with no perceptible end play when the pivot-screw locknuts are tightened.

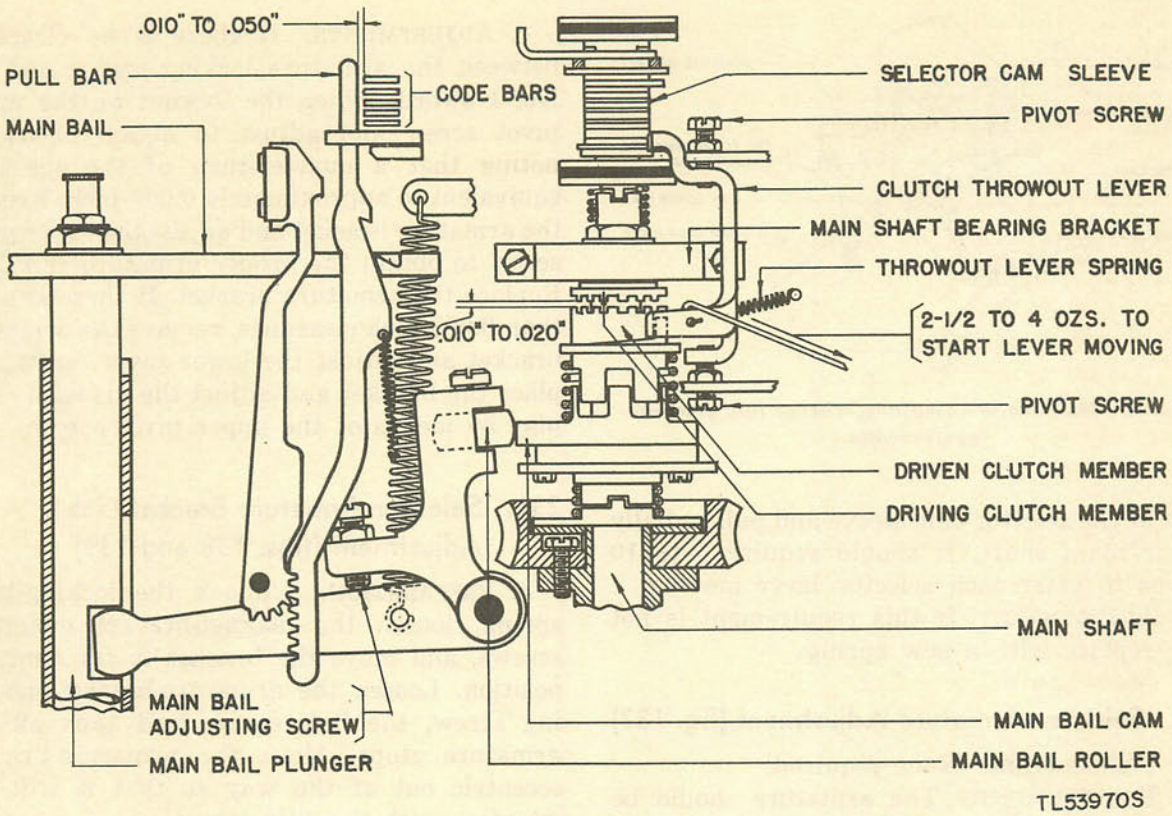

Figure 135. Main-shaft requirements.

226. Main-Shaft Clutch Throw-Out Lever Spring Tension Adjustment (fig. 135)

a. PREPARATION. None required.

b. REQUIREMENTS. Rotate shaft until clutch throw-out lever rests against the lower surface of the driven clutch member. Hook an 8-ounce scale over the clutch throw-out lever at the spring hole and pull horizontally at right angles to the clutch throw-out lever. It should require 2½ to 4 ounces to start the lever moving.

c. ADJUSTMENT. If requirement is not met, replace with a new spring.

227. Motor Position Adjustment

a. PREPARATION. None required.

b. REQUIREMENT. There should be a barely perceptible amount of backlash between the motor pinion and the highest point on the main-shaft gear. Check this backlash throughout a complete revolution of the main shaft.

c. ADJUSTMENT. Position the motor by means of the motor mounting screws.

228. Selector-Armature Bracket Link Friction Adjustment

a. PREPARATION. Remove the selector-armature link screw.

b. REQUIREMENTS With an 8-ounce scale hooked in the link screw hole and pulled at right angles to the link, it should require a tension of not over 8 ounces to start the link moving.

c. ADJUSTMENT. Remove the link and adjust the slotted end to obtain this friction. Replace the link and screw.

229. Selector-Lever Spring Tension Adjustment (Pulling Magnet) (fig. 136)

a. PREPARATION. None required.

b. REQUIREMENTS. Rotate the shaft until all the code bars are in the mark position and the main bail is in its highest position. Move the swords manually to the spacing position. Hook a 32-ounce scale over the end of each selector

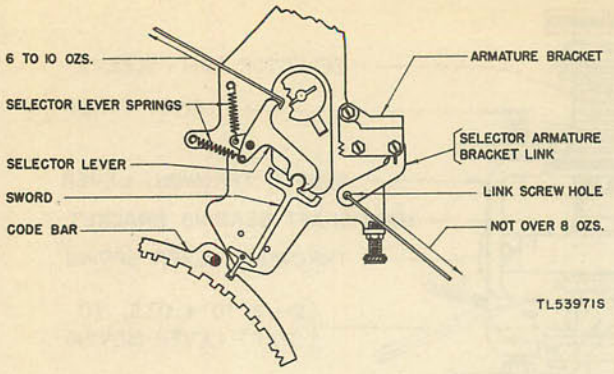

Figure 136. Selector-armature bracket link friction requirements.

lever at the selector-cam sleeve and pull radially to the main shaft. It should require 6 to 10 ounces to start each selector lever moving.

c. ADJUSTMENT. If this requirement is not met, replace with a new spring.

230. Selector-Armature Adjustment (fig. 137)

a. PREPARATION. None required.

b. REQUIREMENTS. The armature should be free on its pivot screws, with barely perceptible end play. There should be some clearance, but not more than 0.008-inch, between the lower surface of the armature locking wedge and the No. 1 sword, under the following conditions:

(1) No. 1 selector lever resting on the peak of its cam.

(2) No. 1 sword held against the upper separator plate without bending the latter.

(3) Armature end play taken up in a direction to reduce the specified clearance to a minimum.

c. ADJUSTMENTS. If there is no clearance between the armature locking wedge and the No. 1 sword, loosen the locknut on the upper pivot screw and adjust to obtain clearance, noting that a quarter-turn of the screw is equivalent to approximately 0.006-inch. Remove the armature bracket and adjust the lower pivot screw to obtain the proper armature end play. Replace the armature bracket. If there is more than 0.008-inch clearance, remove the armature bracket and adjust the lower pivot screw. Replace the bracket and adjust the armature end play by means of the upper pivot screw.

231. Selector-Armature Bracket Link Adjustment (figs. 138 and 139)

a. PREPARATION. Unhook the locking-lever spring, loosen the magnet-bracket mounting screws, and move the bracket to its rearmost position. Loosen the armature-bracket mounting screw, the link screw, and back off the armature stops. Move the armature-bracket eccentric out of the way so that it will not interfere with the adjustment.

b. REQUIREMENTS. Rotate the main shaft until the No. 1 selector lever rests on the peak of its cam. The position of the armature bracket should be such that a line through the center of the No. 1 sword extends approximately through the centers of the armature pivot screws when the swords are held midway between the stop posts by means of the 72581 gage pins.

c. ADJUSTMENT. Hold the swords in a position midway between the two stop posts by

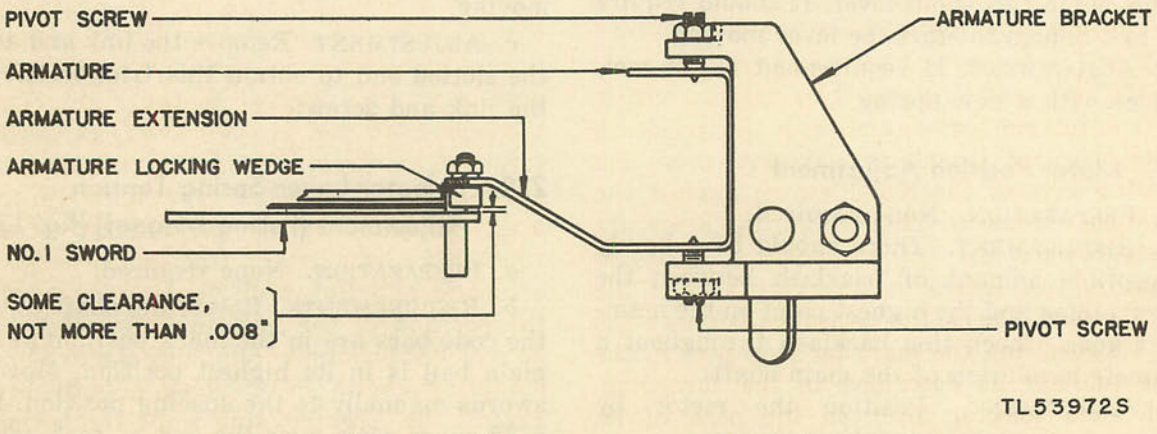

Figure 137. Selector-armature requirements.

means of the 72581 gage pins inserted between the stop posts and the swords. Be sure that both the armature extension arms are between the sword arms. With the swords held in this position, place the 73370 locating gage over the end of the No. 1 sword so that the two legs of the gage are against the ends of the sword arms. Move the bracket to a position where both armature extension arms are against the flat surface between the legs of the gage. Hold the bracket in this position and tighten the link screw *only*. Remove the locating gage and the two gage pins.

232. Selector-Armature Bracket Adjustment

a. PREPARATION. Same as for paragraph 231 except for those parts pertaining to the link screw.

b. REQUIREMENTS. The position of the armature bracket should be such as to provide some clearance, but not more than 0.040-inch, between each sword and either stop post under the following conditions: Rotate the main shaft until the No. 1 selector lever is resting on the peak of its cam. With the armature in its unoperated (spacing) position, move the spacing arm of the No. 1 sword against the armature extension. Place a 0.40-inch gage against the spacing stop post and move the armature slowly toward the marking position. The blade of the sword should strike the 0.040-inch gage before the armature leaves the spacing arm of the sword. Under these conditions the armature will move the sword to within not more than 0.040-inch of the stop post. Remove the 0.040-inch gage and repeat the above procedure. The armature should leave the spacing arm of the sword before the blade of the sword strikes the spacing stop post. Under these conditions there will be some clearance between the sword and the stop post. Unhook the armature spring at its adjusting screw, and with the armature in its operated (marking) position, move the marking arm of the No. 1 sword against the armature extension. Then rotate the armature slowly toward the spacing position until the armature just leaves the marking arm of the No. 1 sword. Check the clearance between the No. 1 sword and the marking stop post in the same manner as described in the foregoing. With each selector lever on the peak of its cam, each associated sword should be tried for

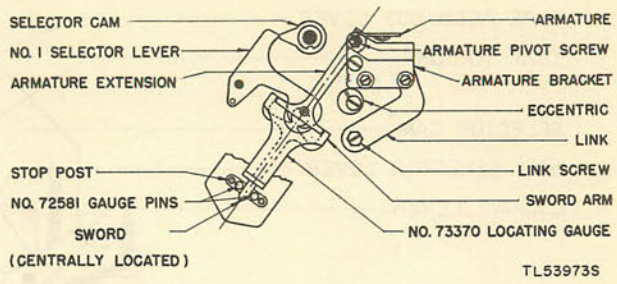

Figure 138. Selector-armature bracket link

the foregoing requirement of some clearance, but not more than 0.040-inch, between each sword and the stop posts.

c. ADJUSTMENT.

(1) Tighten the armature-bracket mounting screws just enough so that the bracket may be moved by tapping it lightly. By rotating the bracket on its pivot, the clearance between the sword and the stop posts may be regulated. If this clearance is more than 0.040-inch, move the bracket in a direction to bring the armature toward the sword. If there is no clearance, move the bracket in the opposite direction to bring the armature away from the sword.

(2) If the clearance between the sword and one stop post is close to zero and the clearance between the sword and the other stop post is more than 0.040-inch, it will be necessary to refine the selector-armature bracket link adjustment (par. 231) as follows: Loosen the armature-bracket mounting screws and the armature link screw and move the armature bracket to the right or left so that the rear end of the link will move in the direction corresponding to the post at which a greater clearance is desired; that is, if the clearance between the sword and the right stop post is less than that between the sword and the left stop post, move the bracket to the right. Tighten the link screw and proceed to adjust the armature bracket according to the preceding paragraph. After the bracket is set and both screws are tightened, move the bracket eccentric against the bracket and tighten the screw. The eccentric and link will, thereafter, determine the position of the bracket. The bracket may be removed by simply removing the two bracket mounting screws. In replacing, hold the bracket against the eccentric stop while tightening the two bracket mounting screws.

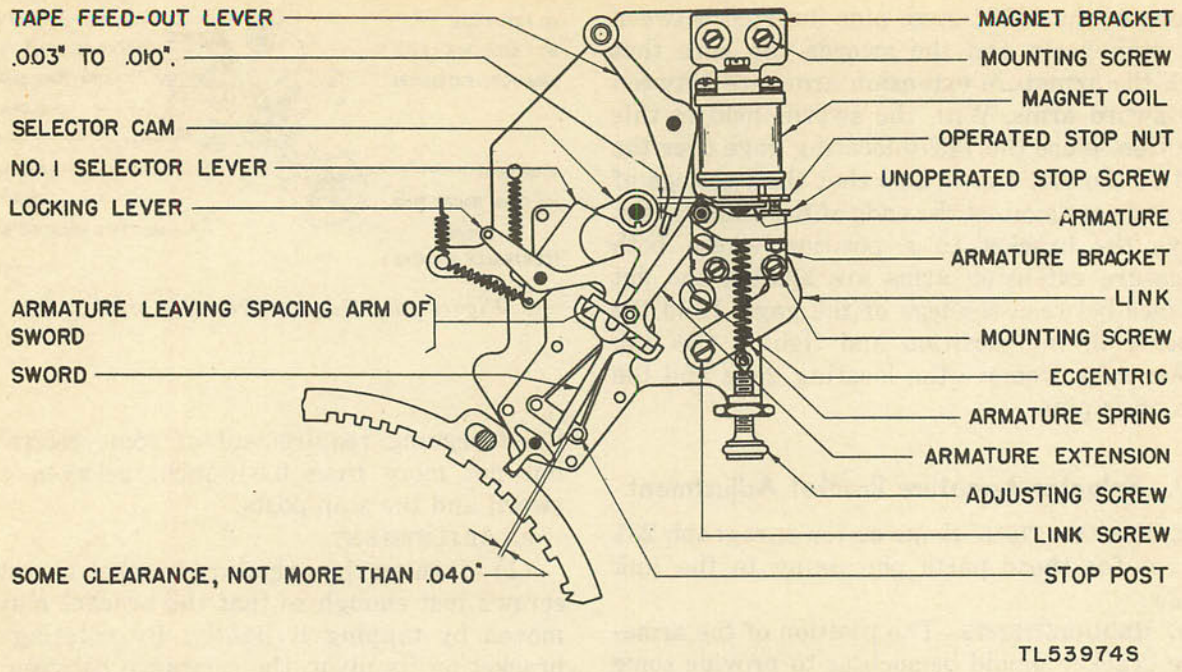

Figure 139. Selector-armature bracket requirements.

233. Armature Stop Adjustment (fig. 140)

a. PREPARATION. See paragraph 231.

b. REQUIREMENTS. The No. 1 sword arms (right and left) should clear the associated arms of the armature extensions by 0.040-inch to 0.042-inch when the front edge of the opposite sword arm is against its armature extension arm and the No. 1 selector lever is on the high part of its cam.

c. ADJUSTMENT. To adjust the clearance of the right arm, reposition the unoperated stop screw with the armature in its unoperated position. To adjust the clearance of the left arm, reposition the operated stop nut with the armature in its operated position. If either clearance is changed, recheck clearance of the other arm.

Caution: BE SURE THAT THE STOP NUT IS TIGHT ON ITS SCREW. PINCH THE HUB IF THE NUT IS LOOSE.

234. Armature Locking-Wedge Adjustment (Pulling Magnet Selector) (fig. 141)

a. PREPARATION. None required.

b. REQUIREMENTS. Move the locking lever to the high part of its locking cam. There should be a 0.008-inch to 0.012-inch clearance between the point of the armature locking wedge and the point of the locking lever when the two points are in line and the locking lever is on the high part of the locking cam.

c. ADJUSTMENT. Position the locking wedge forward or backward in its slot in the armature extension by means of the locking wedge locknut.

235. Armature Locking-Lever Spring Tension Adjustment (Pulling Magnet Selector) (fig. 141)

a. PREPARATION. Move the locking lever to the high part of its cam. Hook a 32-ounce scale in the spring hole of the locking lever and pull in line with the spring.

b. REQUIREMENTS. It should require 10 to 14 ounces to start the lever moving.

c. ADJUSTMENT. If this requirement is not met, replace with a new spring.

236. Stop-Lever Eccentric Stud Adjustment (Pulling Magnet Selector) (fig. 142)

a. PREPARATION. Remove the range-finder assembly.

b. REQUIREMENTS. The stop lever on the range-finder assembly should overtravel the

latching surface of the trip latch by from 0.004-inch to 0.006-inch.

c. ADJUSTMENT. Adjust the stop-lever eccentric stud to obtain this overtravel, making certain that the tightening of the eccentric stud nut does not disturb the adjustment. Replace the range-finder assembly. (See note in par. 238.)

237. Stop-Lever Spring Tension Adjustment (Pulling Magnet Selector) (fig. 143)

a. PREPARATION. Remove the range-finder assembly.

b. REQUIREMENTS. Hook an 8-ounce scale at the end of the stop lever on the range-finder assembly while holding the trip-latch plunger operated. It should require ¾ to 1¼ ounces to start the lever moving. Make certain that the stop-lever eccentric stud has been adjusted before checking this requirement.

c. ADJUSTMENTS. If this requirement is not met, replace with a new spring. Replace the range-finder assembly. (See note in par. 238.)

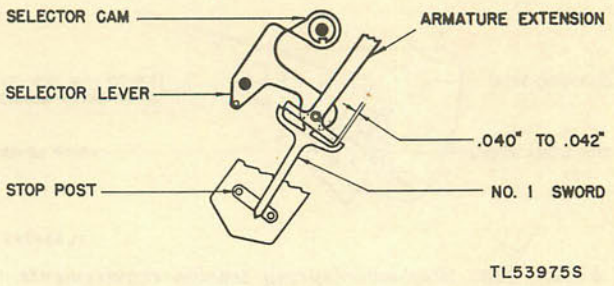

Figure 140. Armature stop requirements.

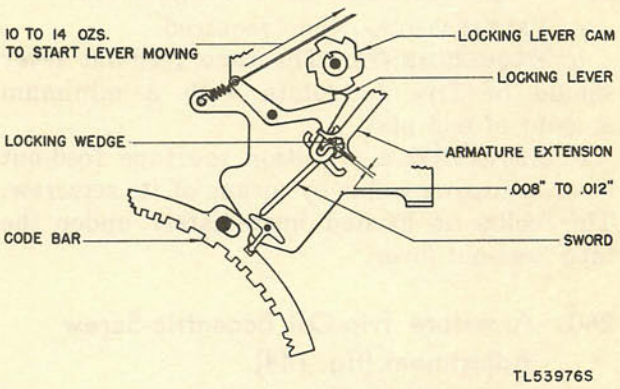

Figure 141. Armature locking-wedge requirements.

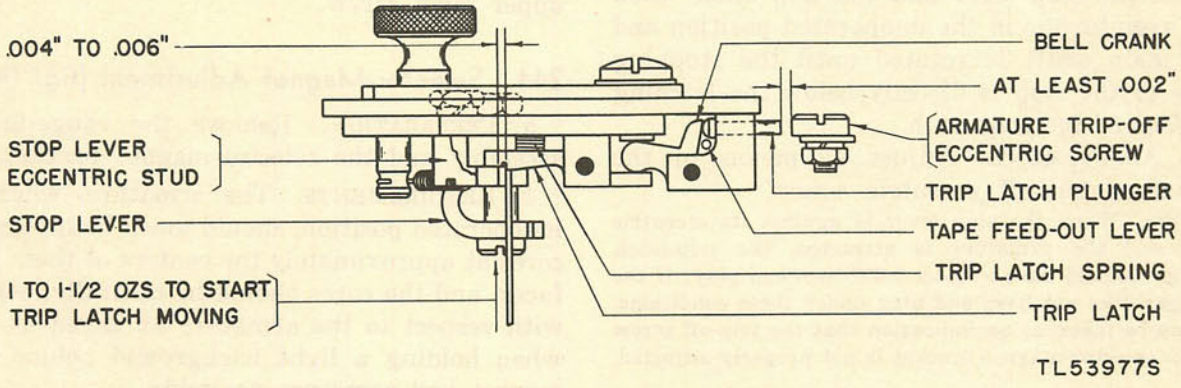

Figure 142. Stop-lever eccentric stud requirements.

238. Trip-Latch Spring Compression Adjustment (Pulling Magnet Selector) (fig. 142)

a. PREPARATION. Remove the range-finder assembly.

b. REQUIREMENTS. When measuring this requirement, hold the range-finder assembly in a horizontal position. Hold an 8-ounce scale in a vertical position and apply to the step of the trip latch. It should require from 1 to 1½ ounces when pushing upwards to start the trip latch moving.

c. ADJUSTMENTS. If this requirement is not met, replace with a new spring. REPLACE THE RANGE-FINDER ASSEMBLY TAKING CARE THAT THE TAPE FEED-OUT LEVER FITS UNDER THE LEFT END OF THE TRIP-LATCH PLUNGER. AVOID JAMMING THE TRIP-LATCH PLUNGER AGAINST THE ARMATURE TRIP-OFF ECCENTRIC SCREW WHEN REMOUNTING.

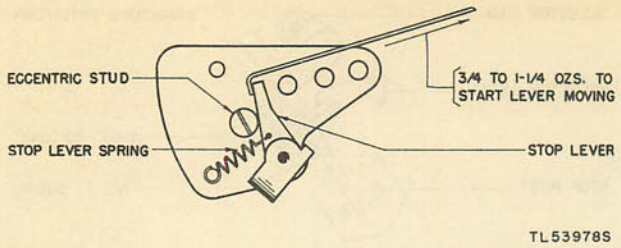

Figure 143. Stop-lever spring tension requirements.

239. Tape Feed-Out Lever Adjustment

a. PREPARATION. None required.

b. REQUIREMENTS. The tape feed-out lever should be free to rotate with a minimum amount of end play.

c. ADJUSTMENT. Position the tape feed-out lever adjusting collar by means of its setscrew. This collar is located immediately under the tape feed-out lever.

240. Armature Trip-Off Eccentric-Screw Adjustment (fig. 144)

a. PREPARATION. None required.

b. REQUIREMENTS. There should be some clearance, but not more than 0.002-inch, between the stop lever and the trip latch when the armature is in the unoperated position and the main shaft is rotated until the stopping edge of the stop is directly below the latching surface of the trip latch.

c. ADJUSTMENT. Adjust by means of the armature trip-off eccentric screw.

Note. When the stop lever is against its eccentric stud and the armature is attracted, the trip-latch plunger should have at least 0.002-inch end play; if the plunger does not have end play under these conditions, it may be taken as an indication that the trip-off screw or the selector-magnet bracket is not properly adjusted.

241. Selector-Magnet Coil Adjustment

a. PREPARATION. None required.

b. REQUIREMENTS. The top edge of the core of the upper magnet coil should aline within 1/64 inch with the top edge of the armature.

c. ADJUSTMENT. Adjust by means of the magnet coil mounting screws.

242. Selector-Magnet Bracket Adjustment (Pulling) (fig. 139)

a. PREPARATION. None required.

b. REQUIREMENTS. There should be from 0.002-inch to 0.007-inch clearance between each magnet core and the armature antifreeze strip when the magnet coils are energized with approximately 0.060 ampere of current and the armature is against the operated stop nut (marking stop). (This clearance should be 0.003 inch to 0.010-inch when a chromium-plated armature is used.) The sides of the cores should aline with the edge of the armature and the end of the cores should be parallel to the face of the armature. THIS CLEARANCE SHOULD BE 0.003-INCH TO 0.010-INCH WHEN A CHROMIUM-PLATED ARMATURE IS USED.

c. ADJUSTMENT. Adjust by means of the bracket mounting screws.

243. Armature Pivot-Screw Adjustment (fig. 145)

a. PREPARATION. Remove the range-finder assembly.

b. REQUIREMENTS. Unhook the armature spring and the selector-arm spring. The armature should be free on its pivots, with barely perceptible end play.

c. ADJUSTMENT. Adjust by means of the upper pivot screw.

244. Selector-Magnet Adjustment (fig. 146)

a. PREPARATION. Remove the range-finder assembly and the selector-magnet bracket.

b. REQUIREMENTS. The armature, when in its operated position, should touch both magnet cores at approximately the centers of their pole faces, and the cores should be centrally located with respect to the armature as gaged by eye when holding a light background behind the magnet and armature assembly.

c. ADJUSTMENT. Remove the selector magnet bracket from the reperforator unit and reposition the magnet core assembly by means of its mounting screws while holding the assembly so that the cores are vertical and the armature, by its own weight, rests against the pole faces. Replace the range-finder assembly and the selector-magnet bracket.

Note. When the cores are in proper adjustment it should require at least 3½ pounds applied at right angles to the armature edge mid-way between the cores to separate the armature from the cores when a current of 0.020 ampere is flowing through the magnet coils (coils in series shunted by 5,000 ohms resistance).

245. Selector-Arm Pivot-Screw Adjustment (figs. 147 and 148)

a. PREPARATION. Remove the range-finder assembly. Unhook the armature spring, the selector-arm spring, and the selector-arm stop detent spring.

b. REQUIREMENTS. The selector arm should be free on its pivots with barely perceptible end play, and the locking lever should overtravel the top and bottom edges of the locking wedge. There should also be a minimum clearance of 0.008 inch between the selector arm and the armature, and a minimum clearance of 0.010 inch between the selector arm and the selector-arm stop detent when the play in the detent is taken up in a direction to make this clearance a minimum.

c. ADJUSTMENTS. The end play may be adjusted by means of the upper pivot screw. If the minimum clearance requirements are not met, remove the selector-magnet bracket and the selector-arm bracket and adjust both pivot screws of the selector arm. Replace the selector-magnet bracket and the selector-arm bracket. Test and replace the armature spring, the selector-arm spring, and the selector-arm stop detent spring.

246. Selector-Arm Bracket Adjustment (fig. 148)

a. PREPARATION. Remove the range-finder assembly.

b. REQUIREMENTS. The position of the selector-arm bracket should be such as to provide some clearance, but not more than 0.040 inch, between each sword and either stop post, under the following conditions: Remove the locking-lever spring, the armature spring, and the selector-arm spring. Rotate the main shaft until

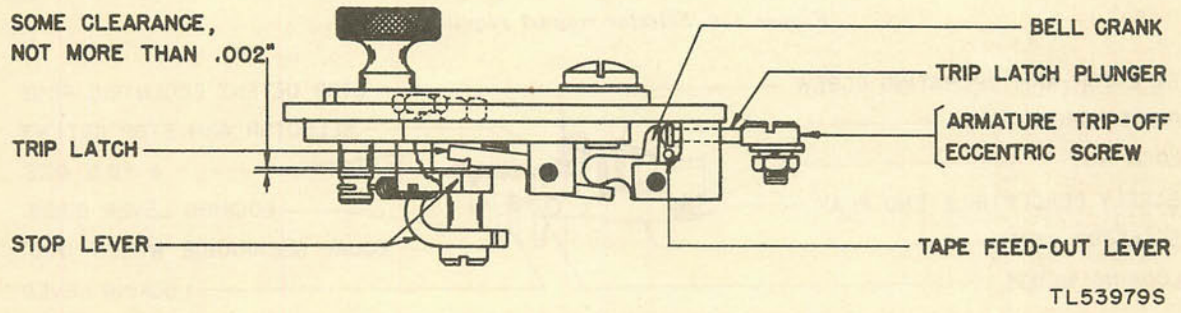

Figure 144. Armature trip-off eccentric-screw requirements.

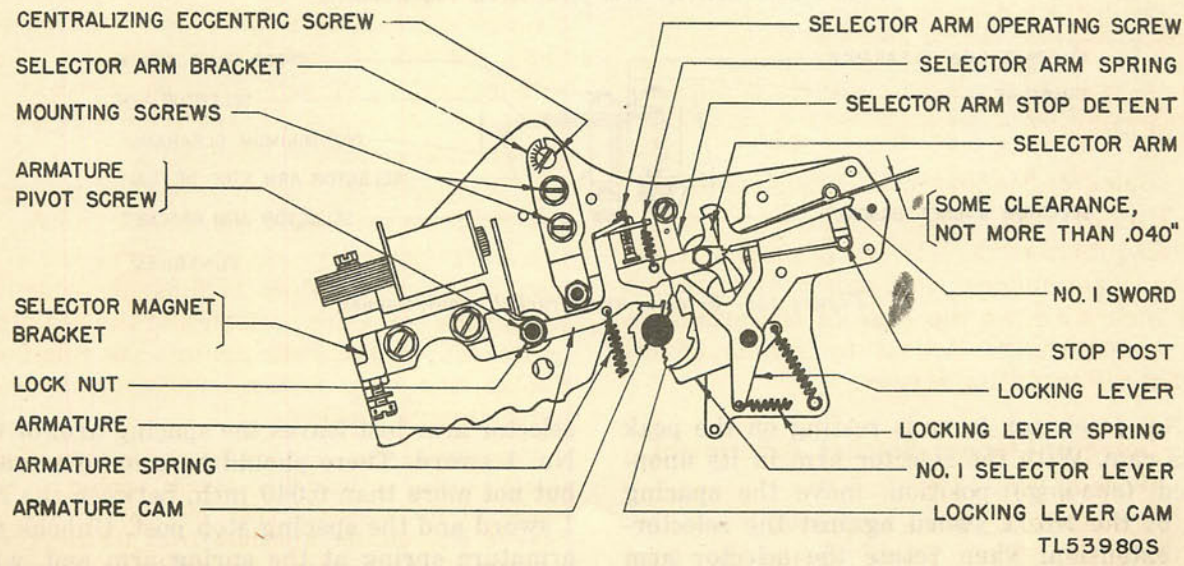

Figure 145. Armature pivot-screw requirements.

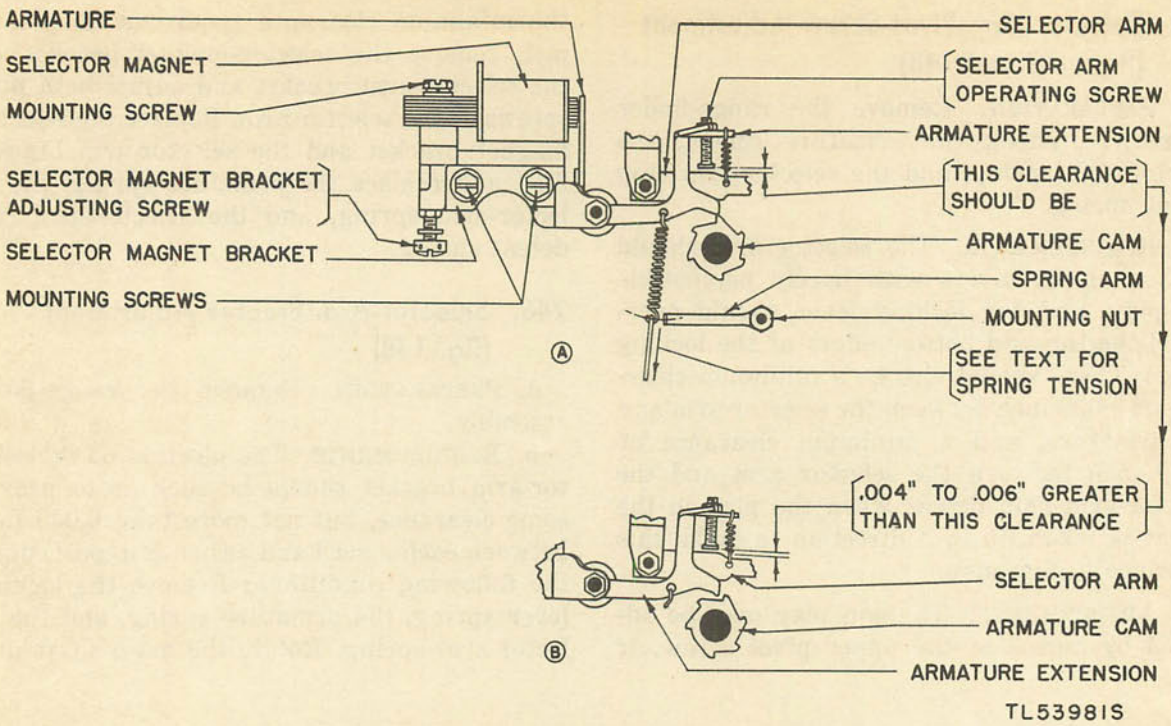

Figure 146. Selector-magnet requirements.

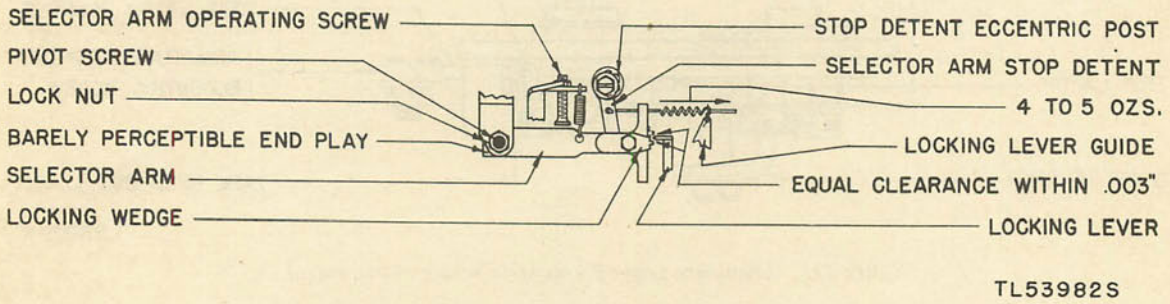

Figure 147. Selector-arm pivot-screw requirements.

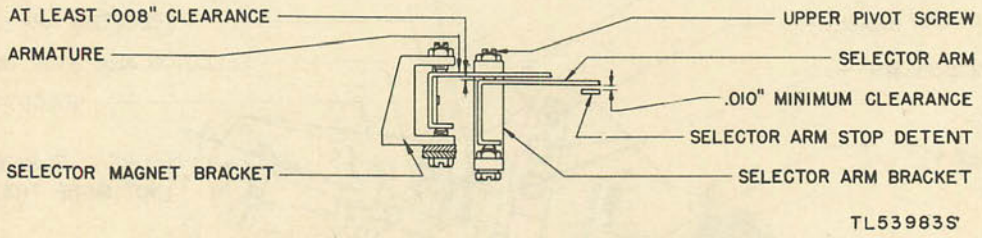

Figure 148. Selector-arm bracket requirements.

the No. 1 selector lever is resting on the peak of its cam. With the selector arm in its unoperated (spacing) position, move the spacing arm of the No. 1 sword against the selector-arm extension. Then rotate the selector arm slowly toward the marking position until the selector arm just leaves the spacing arm of the No. 1 sword. There should be some clearance, but not more than 0.040 inch, between the No. 1 sword and the spacing stop post. Unhook the armature spring at the spring arm and, with the selector arm in its operated (marking) po-

sition, move the marking arm of the No. 1 sword against the selector-arm extension. Then rotate the selector arm slowly toward the spacing position until the selector arm just leaves the marking arm of the No. 1 sword. There should be some clearance, but not more than 0.040 inch, between the No. 1 sword and the marking stop post. With each selector lever on the peak of its cam, each associated sword should be tried for the foregoing requirement of some clearance, but not more than 0.040 inch.

c. ADJUSTMENT. Loosen the selector-arm bracket mounting screws just enough to make the bracket frictiontight. Then, to equalize the clearance between the swords and the stop posts, loosen the centralizing eccentric-screw locknut and turn the eccentric screw clockwise to provide more clearance on the spacing side or counterclockwise to provide more clearance on the marking side. *BE SURE THAT THE SELECTOR ARM STOP DETENT DOES NOT INTERFERE WITH THE ADJUSTMENT.* The centralizing eccentric screw should always be located so that its indicating line is adjacent to the marked scale that has been provided on the bracket to aid in gaging the amount the screw must be turned. Tighten the locknut when the selector-arm has been centralized. To obtain the requirement of some clearance, but not more than 0.040 inch, between the swords and the stop posts, insert the 90783 adjusting wrench in one of the two holes provided and turn the wrench to move the bracket closer to or farther from the swords, as required; then tighten the selector-arm bracket mounting screws. Replace the locking-lever spring, selector-arm spring, and armature spring.

247. Locking-Wedge Adjustment (Holding Magnet Selector) (fig. 149)

a. PREPARATION. Remove the range-finder assembly.

b. REQUIREMENTS. With the locking lever on a high part of its cam, the right end of the locking wedge should clear the locking lever by from 0.006 inch to 0.010 inch when the end of the wedge is held in line with the locking lever.

c. ADJUSTMENT. Loosen the locking-wedge mounting screw and position the locking wedge in its guide; then tighten the mounting screw. Remount the range-finder assembly.

248. Locking-Lever Spring Tension Adjustment (Holding Magnet Selector) (fig. 149)

a. PREPARATION. Remove the range-finder assembly.

b. REQUIREMENTS. Hook an 8-ounce scale on the end of the locking lever at the spring hole and pull in line with the spring. With the locking lever on the high part of its cam, it should require from 4 to 5½ ounces to start the lever moving away from the cam.

c. ADJUSTMENT. If this requirement is not met, replace with a new spring.

249. Selector-Arm Stop-Detent Adjustment (fig. 147)

a. PREPARATION. Remove the range-finder assembly.

b. REQUIREMENTS. With the locking lever on the low part of its cam, there should be an equal amount of clearance, within 0.003 inch, between the sides of the locking wedge and the locking lever when the selector arm is in the marking or spacing position.

c. ADJUSTMENT. Loosen the screw that mounts the selector-arm stop-detent eccentric post just enough to make the post frictiontight, position the stop detent by turning the post, then tighten the post mounting screw. *WHEN CHECKING THE MARKING POSITION, BE SURE THAT THE SELECTOR-ARM OPERATING SCREW DOES NOT INTERFERE WITH THE MOVEMENT OF THE SELECTOR ARM.* Replace the range-finder assembly.

250. Selector-Arm Stop Detent Spring Tension Adjustment (fig. 147)

a. PREPARATION. Remove the range-finder assembly.

b. REQUIREMENTS. Unhook the stop-dentent spring from the locking-lever guide. Hook an 8-ounce scale in the spring eye, and pull in line with the spring. It should require 4 to 5 ounces to pull the spring to its position length.

c. ADJUSTMENT. If this requirement is not met, replace with a new spring.

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251. Selector-Lever Spring Tension Adjustment (Holding Magnet) (fig. 149)

a. PREPARATION. Remove the range-finder assembly.

b. REQUIREMENTS. With the code bars in the marking position and the main bail in its highest position, move the swords manually to the spacing position. Hook a 32-ounce scale over the end of each selector lever at the selector-cam sleeve and pull radially to the main shaft. A pull of 6 to 10 ounces should be required to start each selector lever moving.

c. ADJUSTMENT. Replace with a new spring.

Note. When checking the tension of the selector-lever springs, make sure that the selector levers are free and without bind.

252. Selector-Magnet Bracket Position Adjustment (fig. 150)

a. PREPARATION. Remove the range-finder assembly.

b. REQUIREMENTS. Rotate the selector-cam sleeve until the locking lever just drops off the high part of its cam; then rotate the cam sleeve backward until the rotation is stopped by the locking lever. With the selector-arm locked in its marking position, there should be a clearance of 0.060 inch to 0.065 inch between the armature extension and the face of a tooth on the armature cam.

c. ADJUSTMENT. Loosen the selector-magnet bracket mounting screws and the selector-magnet bracket adjusting-arm mounting screws just enough to make the bracket and adjusting arm frictiontight. Then position the selector-magnet bracket by means of the adjusting arm, using the 90783 adjusting wrench. To do this, insert the adjusting wrench in the hole above the end of the adjusting-arm and rotate the wrench. Tighten the bracket and adjusting-arm mounting screws and replace the range-finder assembly.

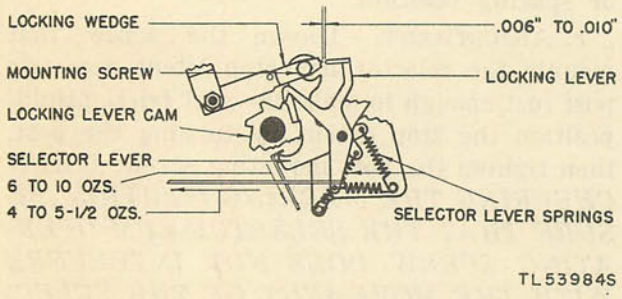

Figure 149. Locking-wedge requirements.

253. Selector-Magnet Bracket Adjustment (Holding) (fig. 146)

a. PREPARATION. Remove the range-finder assembly.

b. REQUIREMETS. With the selector-magnet energized, the clearance between the selector-arm operating screw and the selector arm should be from 0.004-inch to 0.006-inch greater when the armature extension is on a peak of its cam than when the armature extension is opposite an indent on the cam.

c. ADJUSTMENT. Energize the magnet and rotate the selector-cam sleeve until the armature extension is resting on a peak of the armature cam. Holding the cam sleeve in this position, turn the main shaft to the point where it moves the armature the greatest distance. Loosen the selector-magnet bracket mounting screws and, by means of the adjusting screw, rotate the selector-magnet bracket so that the armature just touches the pole faces, then turn

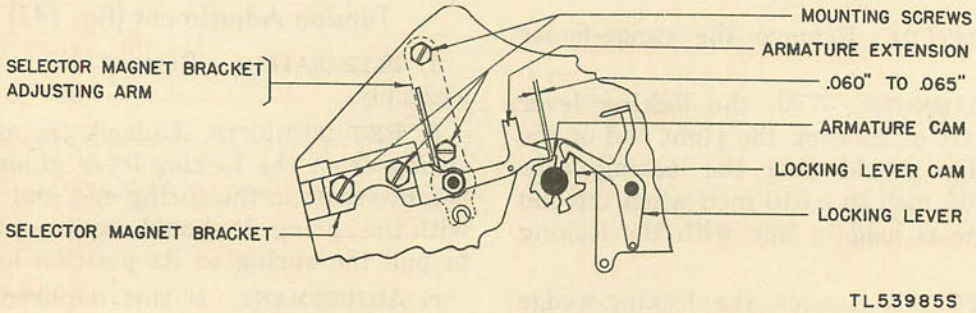

Figure 150. Selector-magnet bracket position requirements.

the adjusting screw an additional one-tenth of a turn counterclockwise. This will press the armature firmly against the magnet cores. *WHILE MAKING THE ONE-TENTH OF A TURN ADJUSTMENT BE CAREFUL TO AVOID LOST MOTION DUE TO LOOSE-FITTING SCREW THREADS.* Measure the clearance between the selector-arm operating screw and the selector arm, and if there is no clearance, back off the selector-arm operating screw to provide at least 0.006 inch. Then rotate the selector-cam sleeve so that the armature extension is opposite an indent of its cam and again measure the clearance between the selector-arm operating screw and the selector-arm. If the difference in the two clearances exceeds 0.006 inch, turn the selector-magnet bracket adjusting screw clockwise. If the difference in the clearance is less than 0.004 inch, turn the screw counterclockwise. Tighten the selector-magnet bracket mounting screws and replace the range-finder assembly.

254. Armature Spring Tension Adjustment (fig. 146)

a. PREPARATION. Remove the range-finder assembly; unhook the armature spring from its spring arm.

b. REQUIREMENTS. Rotate the main-shaft until the armature extension is on a high part of its cam. Hook a 32-ounce scale in the spring eye. It should require 13 to 15 ounces to pull the spring to position length when the selector-magnet coils are wired in parallel, or 13 to 24 ounces when coils are wired in series.

c. ADJUSTMENT. Loosen the spring-arm mounting nut and position the arm; then tighten the mounting nut. Rehook the armature spring and replace the range-finder assembly.

255. Selector-Arm Operating-Screw Adjustment (fig. 151)

a. PREPARATION. Remove the range-finder assembly.

b. REQUIREMENTS. With the selector magnet energized and the selector-cam sleeve rotated so that the armature extension is opposite an indent of its cam, there should be a clearance of from 0.003-inch to 0.006-inch between selector-arm operating screw and selector arm.

c. ADJUSTMENT. Loosen the selector-arm operating-screw locknut and position the screw. Tighten the locknut and replace the range-finder assembly.

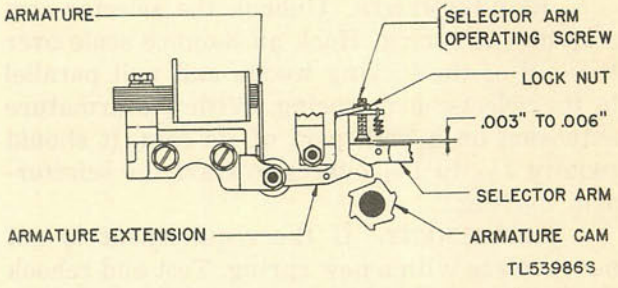

Figure 151. Selector-arm operating screw requirements.

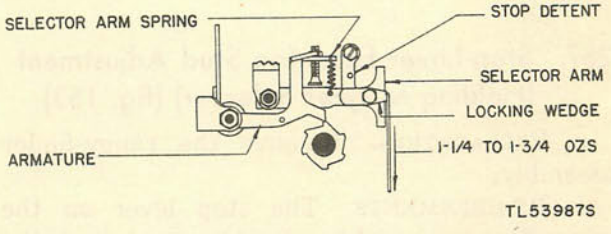

Figure 152. Selector-arm spring tension requirements.

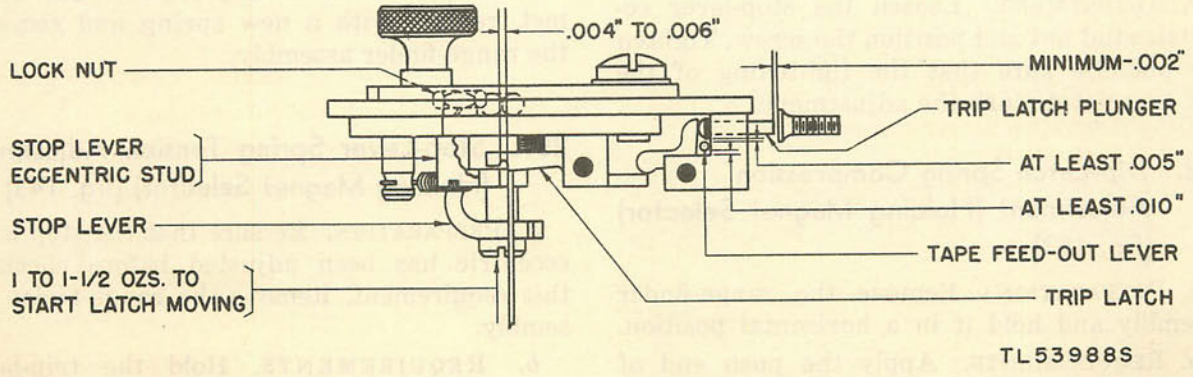

Figure 153. Stop-lever eccentric stud requirements.

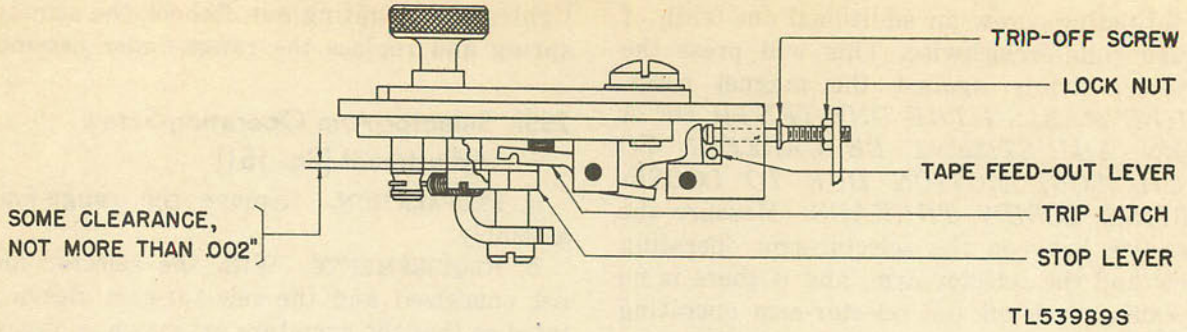

Figure 154. Trip-off screw requirements.

256. Selector-Arm Spring Tension Adjustment (fig. 152)

a. PREPARATION. Remove the range-finder assembly.

b. REQUIREMENTS. Unhook the selector-arm stop detent spring. Hook an 8-ounce scale over the end of the locking wedge and pull parallel to the selector-arm spring. With the armature extension on a high part of its cam, it should require 1¼ to 1¾ ounces to start the selector-arm moving.

c. ADJUSTMENT. If the requirement is not met, replace with a new spring. Test and rehook the detent spring. Replace the range-finder assembly.

257. Stop-Lever Eccentric Stud Adjustment (Holding Magnet Selector) (fig. 153)

a. PREPARATION. Remove the range-finder assembly.

b. REQUIREMENTS. The stop lever on the range-finder assembly should over-travel the latching face of the trip by 0.004-inch to 0.006-inch.

c. ADJUSTMENT. Loosen the stop-lever eccentric stud nut and position the screw. Tighten the nut. Be sure that the tightening of the nut does not disturb the adjustment.

258. Trip-Latch Spring Compression Adjustment (Holding Magnet Selector) (fig. 153)

a. PREPARATION. Remove the range-finder assembly and hold it in a horizontal position.

b. REQUIREMENTS. Apply the push end of an 8-ounce scale, held in a vertical position, to the trip latch, as near to the stop lever as possible. It should require 1 to 1½ ounces, when pushing upward, to start the trip latch moving.

c. ADJUSTMENT. If this requirement is not met, replace with a new spring and remount the range-finder assembly.

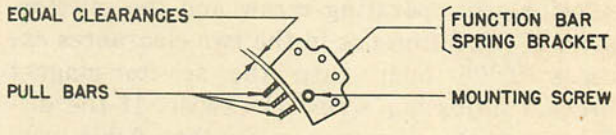

Figure 155. Function-bar spring-bracket requirements.

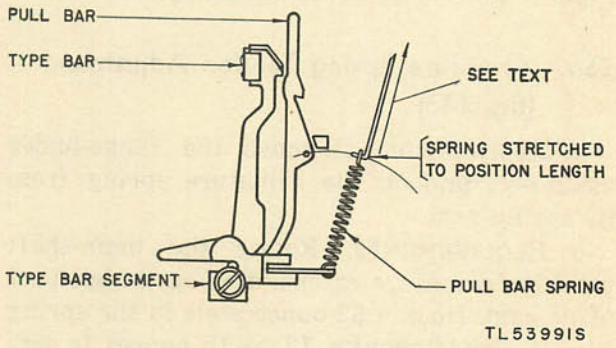

Figure 156. Pull-bar spring tension requirements.

259. Stop-Lever Spring Tension Adjustment (Holding Magnet Selector) (fig. 143)

a. PREPARATION. Be sure that the stop lever eccentric has been adjusted before checking this requirement. Remove the range-finder assembly.

b. REQUIREMENTS. Hold the trip-latch plunger operated, hook an 8-ounce scale on the

end of the stop lever of the range-finder assembly, and pull horizontally at right angles to the stop lever. It should require ¾ to 1¼ ounces to start the lever moving.

c. ADJUSTMENT. If this requirement is not met replace with a new spring. Replace the range-finder assembly, taking care that the tape feed-out lever fits under the left end of the trip-latch plunger, and to avoid jamming the trip-latch plunger against the armature trip-off screw when remounting. (See fig. 144 for location of parts.)

260. Trip-Off Screw Adjustment (fig. 154)

a. PREPARATION. None required.

b. REQUIREMENTS. With the armature in its unoperated position, rotate the selector-cam sleeve until the stopping edge of the stop lever is directly below the latching surface of the trip latch. There should be some clearance, but not more than 0.002 inch, between the stop lever and the trip latch. When the armature is held in the attracted position and with the stop lever against its eccentric stud, the trip-latch plunger should have at least 0.002 inch end play.

c. ADJUSTMENT. Loosen the trip-off screw locknut and position the screw to meet the first requirement. The latter requirement serves as a check on the trip-off screw adjustment and also on the adjustment of the selector-magnet bracket.

261. Function-Bar Spring-Brackets Adjustment (fig. 155)

a. PREPARATION. Remove the type-basket assembly. (See par. 161*c*.)

b. REQUIREMENTS. The pull bars supported by the function-bar spring brackets should be free and without bind, and they should have approximately equal clearance between the corresponding edges of the function-bar spring brackets.

c. ADJUSTMENT. Adjust both the right and left function-bar spring brackets by rotating them on their mounting screws.

262. Pull-Bar Spring Tension Adjustment (fig. 156)

a. PREPARATION. Remove the type-basket assembly. (See par. 161*c*.) Unhook each spring from its pull bar.

b. REQUIREMENTS. Use an 8-ounce scale held in vertical position. Hook the scale in the spring eye as each spring is tested and pull in line with the spring. It should require from 3 to 4 ounces to extend any pull-bar spring (with associated type bar) to its position length and 5½ to 6¾ ounces to extend any pull-bar spring (without associated type bar) to its position length.

Note. For adjustments of pull-bar springs that are attached to either the right or left function pull-bar bracket, see right function pull-bar spring-bracket adjustment or left function pull-bar spring-bracket adjustment.

c. ADJUSTMENT. If requirements are not met by using the adjustment referred to in the note above, replace springs with new ones.

263. Main-Bail Roller Guide Adjustment (fig. 157)

a. PREPARATION. None required.

b. REQUIREMENTS. The main-bail should be free throughout its travel and the roller guides should be so positioned that the requirements

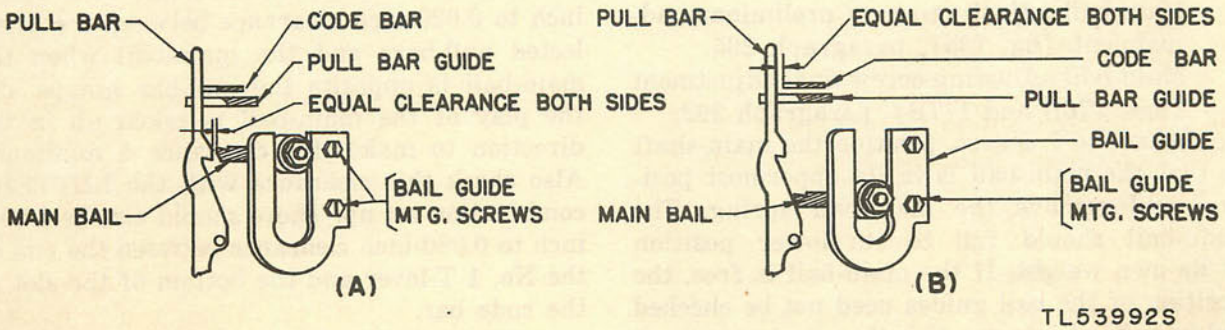

Figure 157. Main-bail roller guide requirements.

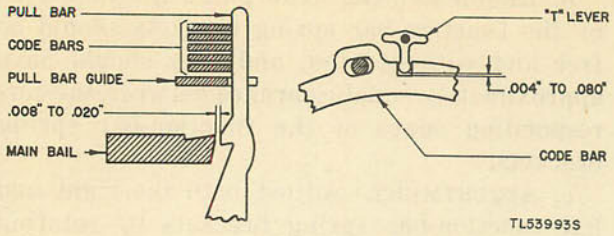

Figure 158. Pull-bar guide adjustment.

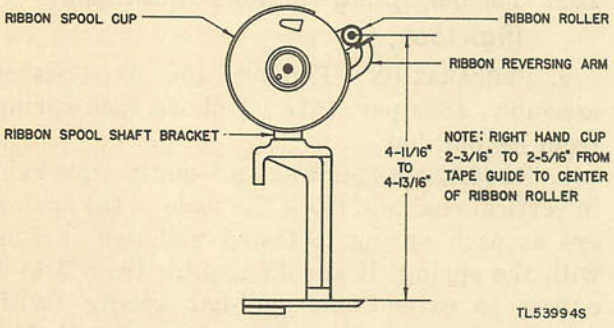

Figure 159. Ribbon-spool cups requirements.

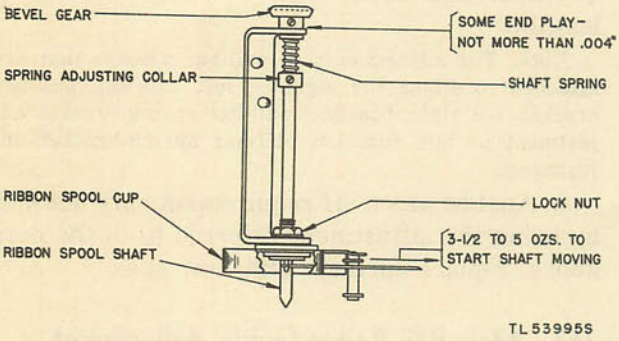

Figure 160. Ribbon-spool shaft gears requirements.

specified in the following adjustments can be met:

Pull-bar guide adjustment (fig. 158), paragraph 264.

Main-bail adjusting-screw preliminary adjustment (fig. 135), paragraph 265.

Main-bail adjusting-screw final adjustment (figs. 176B and 177B), paragraph 292.

To determine freeness, position the main-shaft so that the main-bail is in its uppermost position and remove the main-bail spring. The main-bail should fall to its lower position of its own weight. If the main-bail is free, the position of the bail guides need not be checked unless difficulty in meeting the requirements of the aforementioned adjustments is encountered.

c. ADJUSTMENT. (1) Position the pull-bar guide (code-bar mounting plate) so that it is in the middle of the adjustment provided by its elongated mounting holes, and loosen both mounting screws of each main-bail guide.

(2) With the BLANK code combination set up and the main-bail opposite the humps on the unselected pull bars, position the bail roller guides so that the clearance between the main-bail and the LETTERS and FIGURES pull-bar humps is approximately equal. Tighten the upper mounting screw of the right-hand guide so that the guide is frictiontight.

(3) With the main-bail roller on the high part of its cam, shift the main-bail guides, if necessary, so that the clearance between the code bars and the LETTERS and FIGURES pull-bars is approximately equal. (It may be necessary to advance the main-bail adjusting screw to obtain clearance between the pull-bars and code bars.) Tighten the lower mounting screw of the right-hand main-bail roller guide frictiontight.

(4) Recheck adjustment (2) and fully tighten both mounting screws of the right-hand guide after making any necessary readjustments.

(5) Remove the main-bail spring and position the left-hand bail roller guide so that the main-bail is free throughout its travel. After tightening the mounting screws of the left-hand bail roller guide, check the freeness of the main-bail by raising it to its uppermost position, manually, and releasing it. It should fall to its lower position of its own weight. Replace the main-bail spring.

264. Pull-Bar Guide Adjustment (fig. 158)

a. PREPARATION. None required.

b. REQUIREMENTS. Set up the BLANK combination on the unit. There should be a 0.008-inch to 0.020-inch clearance between the unselected pull-bars and the main-bail when the main-bail is opposite the pull-bar humps and the play of the main-bail is taken up in the direction to make this clearance a minimum. Also check this clearance with the LETTERS combination set up. There should also be 0.004-inch to 0.080-inch clearance between the end of the No. 1 T-lever and the bottom of the slot in the code bar.

c. ADJUSTMENT. Position the pull-bar guide by means of its mounting screws.

265. Main-Bail Adjusting-Screw Adjustment (Preliminary) (fig. 135)

a. PREPARATION. None required.

b. REQUIREMENTS. When the BLANK and LETTERS combinations are set up in turn and the main-bail roller is on the high part of its cam, there should be a 0.010-inch to 0.050-inch clearance between the unselected pull-bars and the inner edges of the code bars when the play in the main-bail and the pull-bars is taken up in a direction to make this clearance a minimum.

c. ADJUSTMENT. Adjust by means of the main-bail adjusting screw.

266. Ribbon-Spool Cups Adjustment (fig. 159)

a. PREPARATION. None required.

b. REQUIREMENTS. The center of the left-hand ribbon roller should be from 4 11/16 inches to 4 13/16 inches from the printer base plate. The center of the right-hand ribbon roller should be 2 3/16 inches to 2 5/16 inches from the top surface of the tape guide.

c. ADJUSTMENT. Position both ribbon-spool cups by means of their locknuts.

267. Ribbon-Spool Shaft Gears Adjustment (fig. 160)

a. PREPARATION. None required.

b. REQUIREMENTS. The ribbon-spool shafts should have some end play, but not over 0.004 inch.

c. ADJUSTMENT. Shift the ribbon-feed shaft, if necessary, to avoid interference between the ribbon-feed shaft gear and the ribbon-spool shaft gear, and push the ribbon-spool shaft toward the rear of the unit. To adjust, position the ribbon-spool shaft bevel gear, locating it so that setscrew engages the flat on shaft.

Note: If the unit is equipped with an end-of-line indicator mechanism or tape feed-out control mechanism, the required end play in the right-hand ribbon-spool shaft should be obtained by positioning the rear collar on the right-hand ribbon-spool shaft.

268. Ribbon-Spool Brackets Adjustment

a. PREPARATION. None required.

b. REQUIREMENT:. The ribbon-spool brackets should aline with the edges of the base plate and there should be a minimum amount of backlash between the bevel gears on the ribbon-spool shafts and the bevel gears on the ribbon-feed shaft throughout a complete revolution of the ribbon-spool shafts when the ribbon-feed shaft is in its extreme left-hand and right-hand position, respectively.

c. ADJUSTMENT. Position the ribbon-spool brackets.

Note. If the unit is equipped with an end-of-line indicator mechanism or a tape feed-out counter mechanism, the right-hand bracket should be adjusted so that the front edge of the right-hand ribbon-spool cup is approximately in line with the front edge of the left-hand ribbon-spool cup, and the gear backlash should be obtained by positioning the gear on the right-hand ribbon-spool shaft.

269. Ribbon-Spool Shaft Compression-Spring Adjustment (fig. 160)

a. PREPARATION. Move the ribbon-feed shaft to its left-hand position. Hook an 8-ounce scale over the pin in the right ribbon-spool shaft and pull horizontally at right angles to a line through the center of the pin and the center of the ribbon-spool shaft.

b. REQUIREMENTS. It should require from 3½ to 5 ounces to start the ribbon-spool shaft moving.

c. ADJUSTMENT. This requirement is obtained by means of the spring adjusting collar. Move the ribbon-feed shaft to its right-hand position and adjust the left-hand compression spring in the same manner.

270. Ribbon-Spool Shafts Slot Adjustment (fig. 161)

a. PREPARATION. None required.

b. REQUIREMENTS. The ribbon-spools should be held firmly in place on ribbon-spool shafts.

c. ADJUSTMENT. Spread the prongs at the end of the ribbon-spool shafts.

271. Left Ribbon-Reverse Arm Shaft Adjustment (fig. 161)

a. PREPARATION. None required.

b. REQUIREMENTS. (1) The front end of the left ribbon-reverse arm shaft should clear the left ribbon-spool cup by 0.010 inch to 0.020 inch when ribbon-reverse arm is held against bracket to make the clearance a minimum.

(2) With the left ribbon-reverse arm in the normal position against the ribbon-spool cup, the left ribbon-reverse arm shaft should have some end play, but not more than 0.004 inch.

c. ADJUSTMENT. (1) Position the ribbon-reverse arm on the ribbon-reverse arm shaft by means of its setscrew.

(2) Position the collar on the shaft by means of its setscrew and locate the setscrew so that it is easily accessible.

272. Right Ribbon-Reverse Arm Shaft Adjustment

a. PREPARATION. None required.

b. REQUIREMENTS. (1) There should be some clearance, but not more than 0.004 inch, between the front end of the right ribbon-reverse arm shaft and the ribbon-spool cup.

(2) The rear of the slot in the right ribbon-reverse arm should be in line with or slightly behind rear flange of ribbon-spool cup roller.

c. ADJUSTMENTS. (1) Position the collar on the shaft by means of its setscrew.

(2) Position the right ribbon-reverse arm on the ribbon-reverse arm shaft by means of its setscrew.

273. Ribbon-Reverse Pawl Link Adjustment (fig. 162)

a. PREPARATION. None required.

b. REQUIREMENTS. There should be 0.015 inch to 0.025 inch clearance between both right and left ribbon-reverse pawls and the ribbon-reverse bail, when the ribbon-reverse arms are against the ribbon-spool cups and the ribbon-reverse bail is opposite each ribbon-reverse pawl. The ribbon-reverse pawl links should not bind on their shoulder screws.

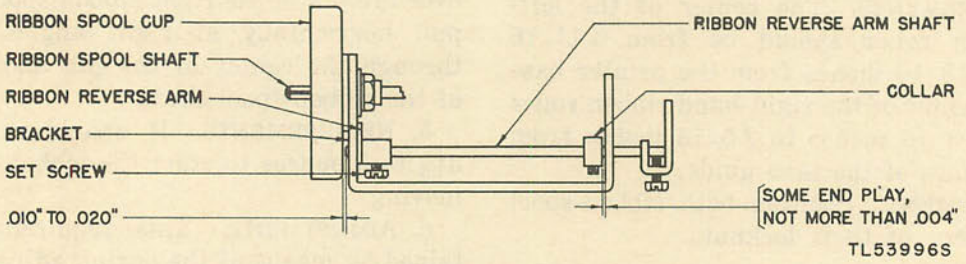

Figure 161. Ribbon-spool shafts slot requirements.

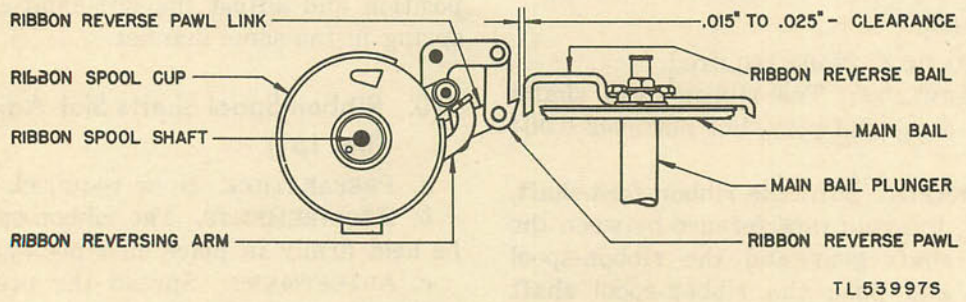

Figure 162. Ribbon-reverse pawl link requirements.

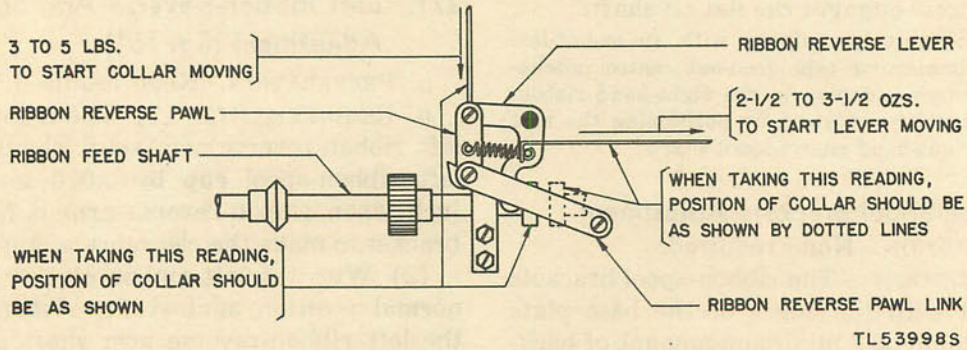

Figure 163. Ribbon-feed shaft safety-spring requirements.

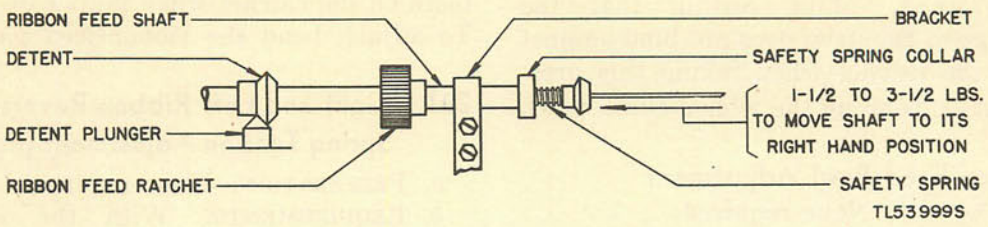

Figure 164. Ribbon-feed shaft detent-plunger spring compression requirements.

c. ADJUSTMENT. Position the ribbon-reversing arms on their shafts by means of their setscrews.

274. Ribbon-Feed Shaft Safety-Spring Compression Adjustment (fig. 163)

a. PREPARATION. None required.

b. REQUIREMENTS. With the main-bail in its extreme upper position, slide the ribbon-feed shaft to its left-hand position. Apply the push end of a 12-pound scale to the upper end of the right ribbon-reverse pawl, and push down vertically. It should require 3 to 5 pounds to start the spring collar moving. When measuring this tension, hold the ribbon-feed shaft to prevent it from moving. Slide the ribbon-feed shaft to its right-hand position and check the ribbon-feed shaft left safety spring in a similar manner.

c. ADJUSTMENT. Replace with a new spring.

275. Ribbon-Feed Shaft Detent-Plunger Spring Compression Adjustment (fig. 164)

a. PREPARATION. Remove the ribbon-feed pawl and the ribbon-check pawl.

b. REQUIREMENTS. With the ribbon-feed shaft in its left-hand position, apply the push end of a 12-pound scale to the left end of the shaft and push in line with the shaft. It should require 1½ to 3½ pounds to move the shaft to its right-hand position.

c. ADJUSTMENT. Replace with a new detent spring.

276. Ribbon-Feed Lever Spring Tension Adjustment (fig. 165)

a. PREPARATION. Remove the ribbon-feed pawl and the ribbon-check pawl.

b. REQUIREMENTS. With the ribbon-feed lever roller in the plunger indent, hook a 32-ounce scale over the top of the ribbon-feed lever and pull horizontally toward the front of the unit. It should require 12 to 18 ounces to start the lever moving.

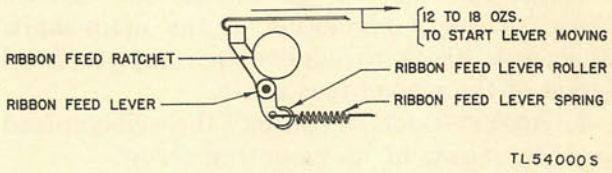

Figure 165. Ribbon-feed lever spring tension requirements.

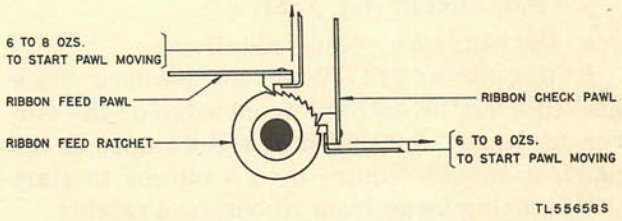

Figure 166. Ribbon-check pawl spring pressure requirements.

c. ADJUSTMENT. Replace with a new spring. Replace the ribbon-feed pawl and the ribbon-check pawl.

277. Ribbon-Check Pawl Adjustment

a. PREPARATION. None required.

b. REQUIREMENTS. The upper end of the ribbon-check pawl (fig. 166) should be at least 1/16-inch below the lower surface of the pull-bar guide.

c. ADJUSTMENT. Position the ribbon-check pawl by means of its mounting screw.

278. Ribbon-Check Pawl Spring Pressure Adjustment (fig. 166)

a. PREPARATION. None required.

b. REQUIREMENTS. With an 8-ounce scale hooked over the extreme lower end of the ribbon-check pawl and pulled at right angles to the pawl, it should require 6 to 8 ounces to start the pawl moving away from the ratchet.

c. ADJUSTMENT. Make certain that the working edge of the pawl does not bind against a tooth on the ratchet when taking this pressure. Adjust by bending the ribbon-check pawl.

279. Ribbon-Feed Pawl Adjustment

a. PREPARATION. None required.

b. REQUIREMENTS. The ribbon-feed pawl (fig. 166) should be so positioned that the ribbon-feed ratchet will be moved one or two teeth for every revolution of the main-shaft. Make this check throughout a complete revolution of the ribbon-feed shaft.

c. ADJUSTMENT. Position the ribbon-feed pawl by means of its mounting screw.

280. Ribbon-Feed Pawl Spring Pressure Adjustment (fig. 166)

a. PREPARATION. None required.

b. REQUIREMENTS. With an 8-ounce scale hooked over the extreme front edge of the ribbon-feed pawl and pulled at right angles to the pawl, it should require 6 to 8 ounces to start pawl moving away from ribbon-feed ratchet.

c. ADJUSTMENT. Make certain that the feeding edge of the pawl does not bind against a tooth on the ratchet when taking this pressure. To adjust, bend the ribbon-feed pawl spring.

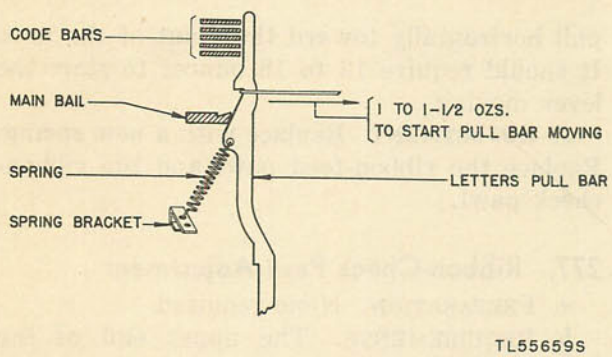

Figure 167. Left function pull-bar spring-bracket requirements.

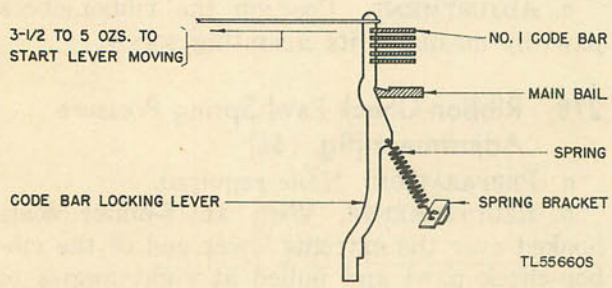

Figure 168. Right function pull-bar spring-bracket requirements.

281. Right and Left Ribbon-Reverse Pawls Spring Tension Adjustment (fig. 163)

a. PREPARATION. None required.

b. REQUIREMENTS. With the ribbon-feed shaft in its left-hand position, hook an 8-ounce scale over the spring post on the left ribbon-reverse lever and pull in line with the spring. It should require 2½ to 3½ ounces to start the lever moving. Move the ribbon-feed shaft to its right-hand position and check the right ribbon-reverse pawl spring in the same manner.

c. ADJUSTMENT. Replace with a new spring.

282. Left Function Pull-Bar Spring-Bracket Adjustment (fig. 167)

a. PREPARATION. Move the main-bail to its extreme downward position, and hook an 8-ounce scale over the LETTERS pull bar, just below the hump, and pull horizontally at right angles to the pull bar.

b. REQUIREMENTS. It should require 1 to 1½ ounces to start the pull-bar moving.

c. ADJUSTMENT. Adjust the position of the spring bracket by means of its locknut to meet this requirement.

283. Right Function Pull-Bar Spring Bracket Adjustment (fig. 168)

a. PREPARATION. None required.

b. REQUIREMENTS. Move the main-bail to its extreme upward position; hold the code-bar bell cranks away from the code-bar locking lever. Hook an 8-ounce scale over the code-bar locking lever just above No. 1 code bar and pull horizontally at right angles to the locking lever. It should require 3½ to 5 ounces to start the locking lever moving.

c. ADJUSTMENT. Position spring bracket by means of its locknut to meet this requirement.

284. Punch-Arm Casting Adjustment (fig. 169)

a. PREPARATION. None required.

b. REQUIREMENTS. (1) There should be approximately equal clearance between the ends of the punch-arm casting and the locknuts of the pilot screws.

(2) The punch-arm casting should have

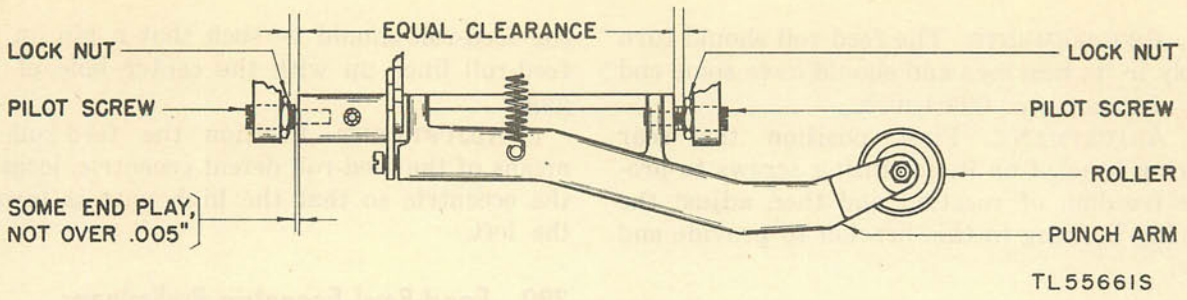

Figure 169. Punch-arm casting requirements.

some end play on its pilot screws, but not over 0.005 inch.

c. ADJUSTMENT. Adjust both pilot screws to meet the first requirement. Adjust the front pilot screw only to meet the latter requirement. Tighten both locknuts.

285. Punch-Bail End-Play Adjustment (figs. 170 and 171)

a. PREPARATION. None required.

b. REQUIREMENTS. The punch-bail should have some end play on its pivot-bearing screws, but not over 0.005 inch.

c. ADJUSTMENT. Adjust by means of the front pivot-bearing screw.

286. Punch-Bail Front Pivot-Bearing Adjustment (figs. 170 and 171)

a. PREPARATION. None required.

b. REQUIREMENTS. The punch selector fingers should be positioned to meet the following requirements.

(1) As viewed from the left, with the punch selector fingers held against their respective punches, the rear edge of the rear finger and the front edge of the front finger should be within the outer edges of their respective punches.

(2) As veiwed from the left, there should be some clearance, but not more than 0.003 inch, between the rear selector finger and its punch when the front selector finger just touches its associated punch.

c. ADJUSTMENTS. Loosen the front pivot-bearing screw locknut and tilt the front pivot-bearing plate to the left or right by means of the tilt and clamp screws, to meet the first requirement. To meet the latter requirement, operate the punch-bail by hand until the punch selector fingers almost touch the punches and position the front pivot-bearing plate vertically by means of the tilt and clamp screws so that when the front selector finger just touches its punch there will be some clearance, but not more than 0.003 inch, between the rear selector finger and its associated punch. Recheck (1). Then tighten front pivot-bearing screw locknut.

287. Feed-Roll Bearings Adjustment (fig. 172)

a. PREPARATIONS. Hold the feed-roll detent, the feed pawl, and the tape-tension lever away from the feed-roll.

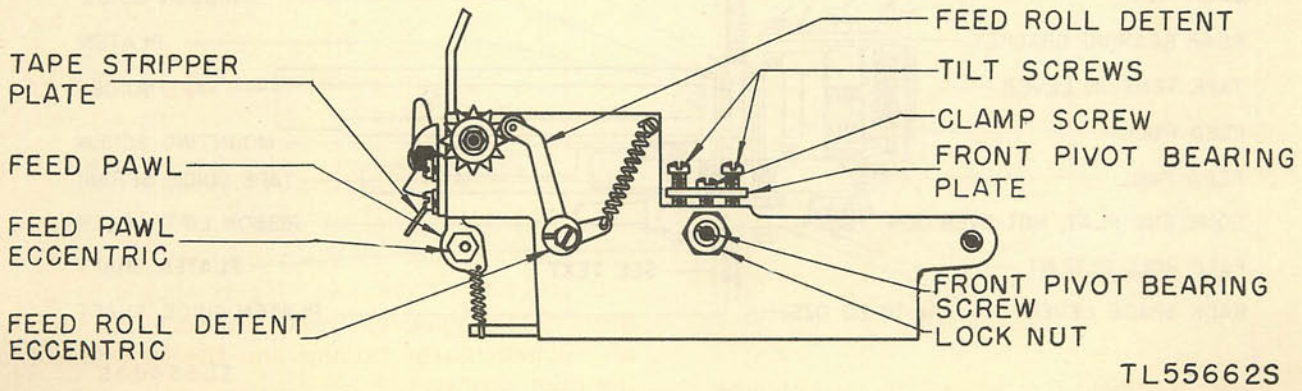

Figure 170. Front pivot-bearing screw.

b. REQUIREMENTS. The feed-roll should turn freely in its bearings and should have some end play, but not over 0.004-inch.

c. ADJUSTMENT. First position the rear bearing bracket on its mounting screws to provide freedom of rotation and then adjust the bearing bushing in this bracket to provide end play.

288. Tape-Tension Lever Stud Adjustment (fig. 173)

a. PREPARATION. None required.

b. REQUIREMENTS. The tape-tension lever should be centrally located with respect to the feed-roll pins so that the tape-tension lever does not touch the pins when play in both the feed roll and the tape-tension lever is taken up in opposite directions.

c. ADJUSTMENT. Adjust by adding or removing shims between the shoulder on the tape-tension lever stud and its mounting bracket.

289. Feed-Roll Detent Preliminary Adjustment (fig. 174)

a. PREPARATION. None required.

b. REQUIREMENTS. Move the punch-bail to its operated position and insert the 73517 feed-roll positioning gage in the punch-block guide slot so that the projection on the gage stops against the feed-hole punch. The position of the feed-roll should be such that a pin on the feed-roll lines up with the center hole of the gage.

c. ADJUSTMENT. Position the feed-roll by means of the feed-roll detent eccentric, locating the eccentric so that the high part is toward the left.

290. Feed-Pawl Eccentric Preliminary Adjustment (fig. 175)

a. PREPARATION. None required.

b. REQUIREMENTS. With the punch-arm cam roller on the low part of its cam, the feed-pawl should rest in the bottom of the notch which is just below the horizontal center line of the feed-roll.

c. ADJUSTMENT. Adjust by means of the feed-pawl eccentric, locating it so that the high part of the eccentric is toward the left.

291. Code-Bar Bell Cranks Adjustment (figs. 175, 176-A, and 177-A)

a. PREPARATION. None required.

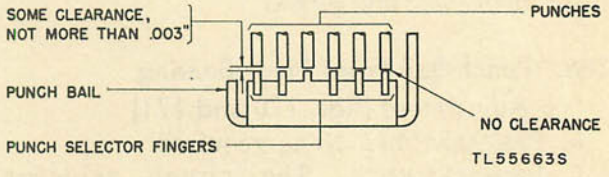

Figure 171. Punch-bail end-play requirements.

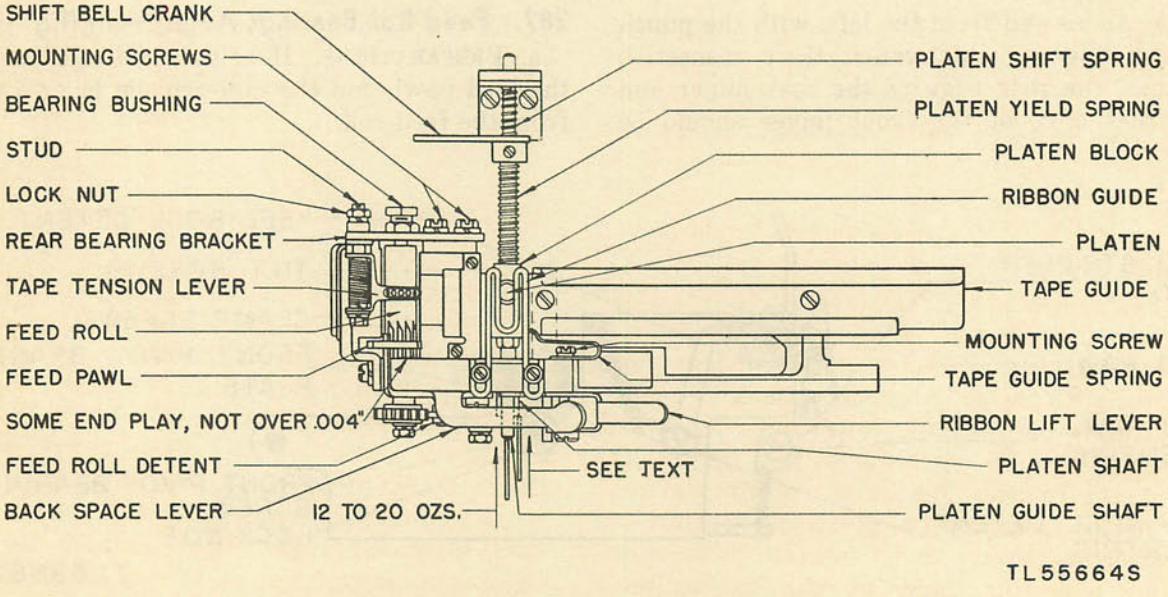

Figure 172. Feed-roll bearings requirements.

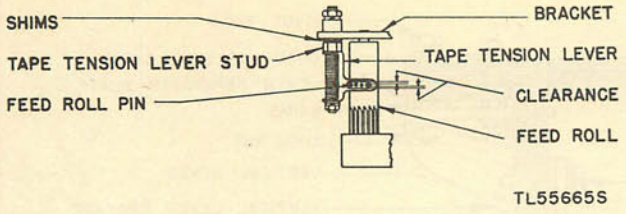

Figure 173. Tape-tension lever stud requirements.

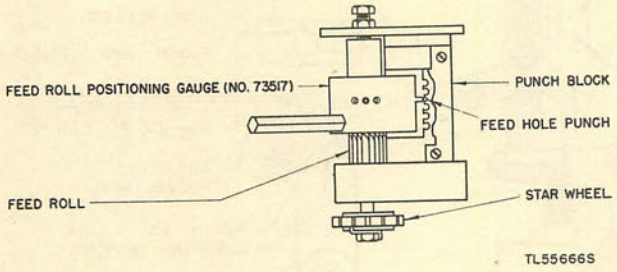

Figure 174. Feed-roll detent requirements.

b. REQUIREMENTS. (1) The code bars should move freely between the code-bar bell crank separator plates.

(2) The code-bar bell cranks should meet the following requirement: with the code-bars positioned for BLANK selection and the code-bar locking lever positioned so that the outside edges of the code-bar cranks overrun the inside edges of the code bars approximately 1/32-inch, there should be a 0.010-inch to 0.030-inch clearance between the right ends of the code bars and the adjacent edges of the associated bell cranks.

(3) The code-bar bell cranks should meet the following requirement: with the code bars positioned for BLANK selection and the locking lever resting against the code bars, there should be a 0.010-inch to 0.030-inch clearance between the right ends of the code bars and the adjacent edges of the associated code-bar bell cranks.

c. ADJUSTMENTS. Make certain that the vertical-lever bracket is mounted approximately in a vertical position and aline the code-bar bell cranks with the code-bars by adding or removing shims between the lower separator plate and the shoulder on the pivot post to meet the first requirement. The latter requirement may be met by loosening the pivot-post locknut and moving the pivot post horizontally in the elongated mounting hole in the vertical-lever bracket. Tighten the pivot-post locknut.

Note. When making the foregoing adjustments, make certain that the extension on each code-bar bell fully engages the vertical lever and at the same time does not overlap sufficiently to interfere with the adjacent vertical lever. Likewise each code-bar bell crank should fully engage the end of the associated vertical lever (vertically) but the upper end of any vertical lever should not interfere with the free movement of the code-bar bell crank immediately above the one with which that vertical lever cooperates.

292. Main-Bail Adjusting-Screw Final Adjustment (figs. 176-B and 177-B)

a. PREPARATION. None required.

b. REQUIREMENTS. With the code bars positioned for LETTERS selection and the main-bail roller on the high part of its cam, there should be at least a 0.010-inch clearance between the front edges of the code bars and the adjacent edges of the code-bar bell cranks.

c. ADJUSTMENT. Readjust the main-bail adjusting screw, keeping within the previously specified limits of 0.010-inch to 0.050-inch between the pull-bars and code-bars.

293. Vertical-Lever Pivot-Screw Adjustment (fig. 175)

a. PREPARATION. None required.

b. REQUIREMENTS. With the code-bars positioned to the right (LETTERS combination), and the code-bar bell cranks resting against the code bars, the right edge of the punch-engaging projection on the punch selector fingers should be in approximate alinement with the right edges of the punches, when all play in the associated parts is taken up by pressing the punch bars lightly toward the left.

c. ADJUSTMENT. Position the vertical-lever pivot screw in its mounting slot.

294. Punch Selector-Finger Backstop Adjustment (fig. 175)

a. PREPARATION. None required.

b. REQUIREMENTS. (1) When the punch selector fingers are held to the right against the backstop, the left ends of the punch selector fingers should engage the guide comb in the left end of the punch bail by not less than one-half the thickness of the comb.

(2) When the main-bail is in its lowest position, there should be some clearance between the backstop and the right end of all punch selector fingers.

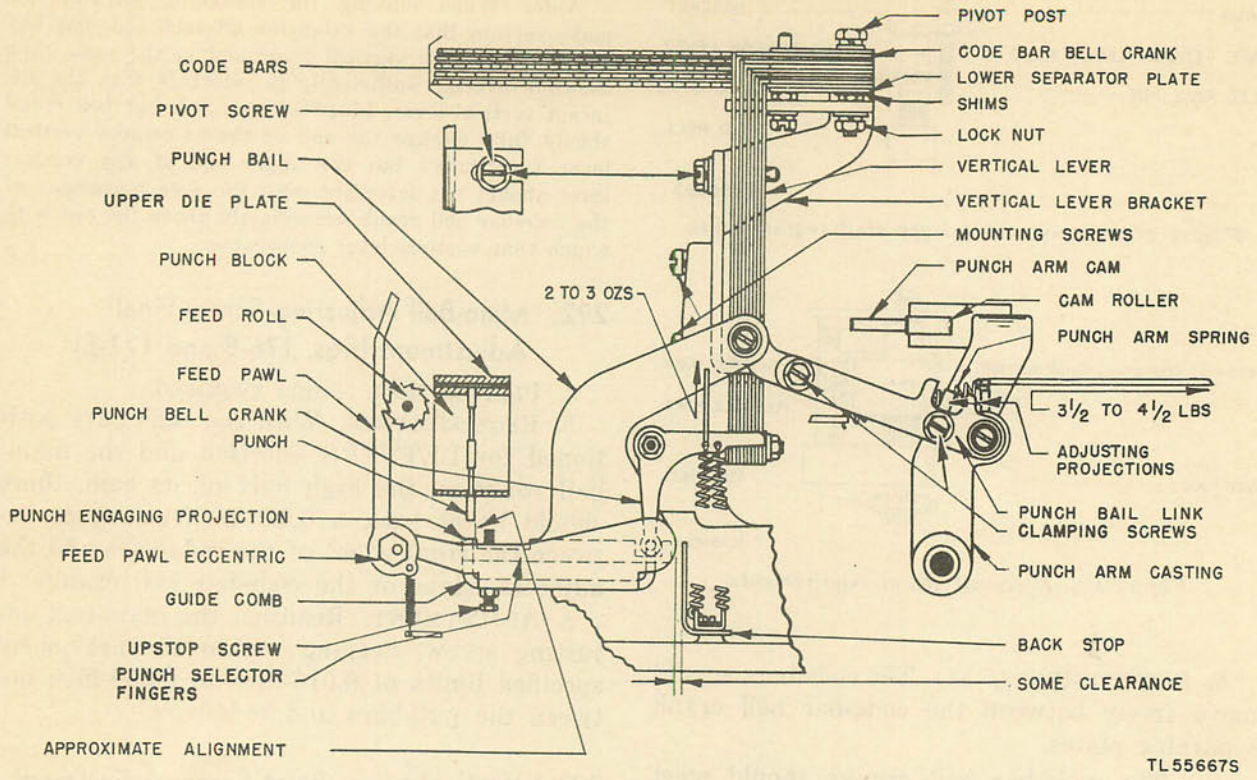

Figure 175. Feed-pawl eccentric requirements.

c. ADJUSTMENT. Position the punch selector finger backstop by means of its elongated mounting holes.

Note. In order to check the adjustments given in paragraphs 295 and 296 following, it will be necessary to remake them.

295. Punch-Bail Link Adjustment (fig. 175)

a. PREPARATION. None required.

b. REQUIREMENTS. Back off the main-bail spring adjusting screw until the spring arm is in a position that will reduce the spring tension on the main bail to a minimum. Back off the punch bail upstop screw. When the LETTERS combination is selected and the unit is operated under power the LETTERS combination should be perforated and the feed hole should be just punched cleanly through the tape.

c. ADJUSTMENT. Loosen the clamping screws of the punch bail link and adjust the length of the link by shifting the adjusting projections with a screwdriver. Restore the main-bail spring adjusting screw to its former setting, approximately, and tighten its locknut.

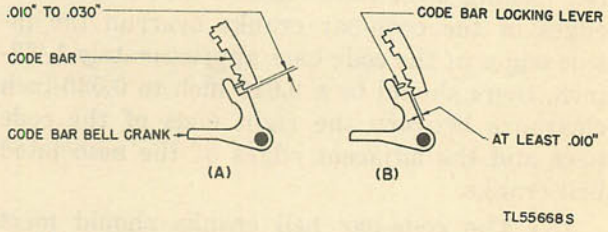

Figure 176. Code-bar bell cranks requirements.

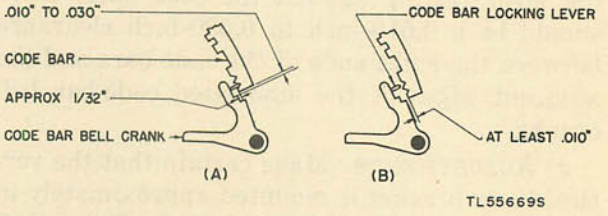

Figure 177. Code-bar locking-lever requirements.

296. Punch-Bail Upstop-Screw Adjustment (fig. 175)

a. PREPARATION. Check to see that the punch-bail link adjustment is not upset.

b. REQUIREMENTS. With the unit under power

and the LETTERS combination selected, the feed holes should be punched cleanly in tape.

c. ADJUSTMENT. With BLANK combination selected and with the punch arm cam roller on the highest part of its cam, advance the upstop screw (in the punch-bail) against the bottom plate of the punch block until an unperforated section of tape can be inserted in the punch block. Then back off the upstop screw until the tape is just held friction tight between the feed hole punch and the upper die plate. Back off the upstop screw an additional one-quarter turn and tighten the locknut. Operate the unit under power with the LETTERS combination selected and determine whether or not the feed holes are punched cleanly in the tape. (By cleanly is meant a well-defined hinged lid with no fibrous edges and with no appreciable tear at the hinged portion of the feed hole lid. A slight tear is permissible at the hinged portion of the code perforations.) If the feed holes are not cleanly punched, a refinement of the punch-bail link adjustment and punch-bail upstop screw adjustment may be necessary.

297. Feed-Roll Detent Final Adjustment

a. PREPARATION. None required.

b. REQUIREMENTS. Refine the adjustment of the feed-roll detent eccentric so that the perforations in the tape meet the standard spacing of 10 holes to the inch.

c. ADJUSTMENT. Check this requirement by perforating a length of tape with a series of nine BLANKS followed by a LETTERS combination. Check tape against the 2215 tape gage.

298. Feed-Pawl Eccentric Final Adjustment (fig. 175)

a. PREPARATION. None required.

b. REQUIREMENTS. When the motor is rotated by hand, the feed pawl should rotate the feed roll a full step on each downward stroke.

c. ADJUSTMENT. Check by holding the detent lever free of the star wheel during the downward stroke of the feed pawl. With the correct adjustment, the star wheel should not move when re-engaged by the detent. Readjust the tape-feed pawl eccentric to meet this requirement.

299. Tape-Stripper Plate Adjustment (fig. 170)

a. PREPARATION. None required.

b. REQUIREMENTS. There should be some clearance, but not over 0.010 inch, between the upper edge of the tape-stripper plate and the feed roll. Check throughout a complete revolution of the feed roll.

c. ADJUSTMENT. Position the stripper plate by utilizing its elongated mounting holes.

Note. IN SOME UNITS THE TAPE CHUTE SERVES AS A TAPE-STRIPPER PLATE. IN SUCH CASES, ADJUST THE TAPE CHUTE TO MEET THESE REQUIREMENTS.

300. Tape-Tension Lever Spring Tension Adjustment (fig. 178)

a. PREPARATION. None required.

b. REQUIREMENTS. Hook an 8-ounce scale over the end of the slotted extension of the tape-tension lever and pull at right angles to the lever. It should require a pull of 5 to 5½ ounces to start the slotted extension of the lever moving away from the feed roll.

c. ADJUSTMENT. Loosen the tape-tension lever bearing-shaft locknut and rotate the bearing shaft in either a clockwise or counterclockwise direction. Then tighten the locknut.

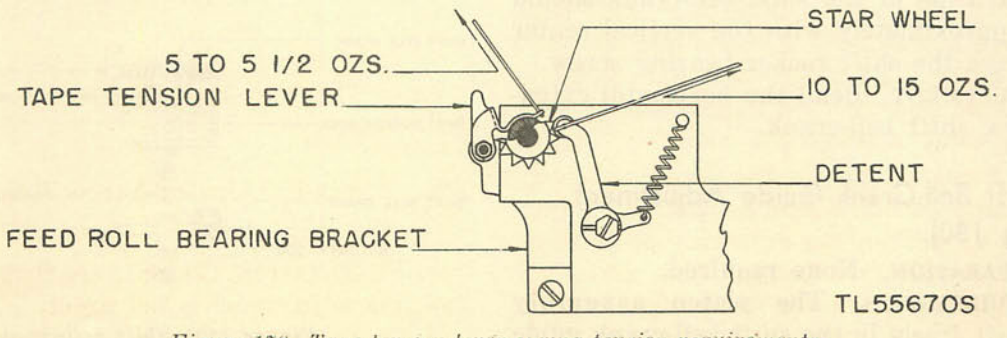

Figure 178. Tape-tension lever spring tension requirements.

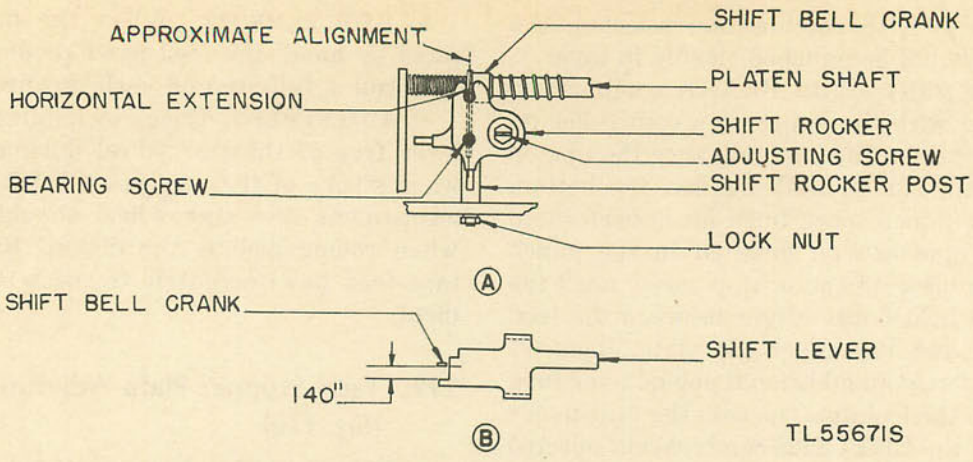

Figure 179. Shift rocker post requirements

301. Shift Rocker Post Adjustment (fig. 179)

a. PREPARATION. None required.

b. REQUIREMENTS. The sides of the shift rocker post should be parallel to the platen shaft.

c. ADJUSTMENT. Loosen the shift rocker post locknut and rotate the post. Tighten locknut.

302. Shift Rocker Lever Post Adjustment

a. PREPARATION. None required.

b. REQUIREMENTS. The front surface of the shift rocker lever post should be parallel to the front edge of the base plate.

c. ADJUSTMENT. Adjust by loosening the shift rocker lever post locknut and rotating the post. Then tighten the locknut.

303. Shift Bell-Crank Adjustment (fig. 179)

a. PREPARATION. None required.

b. REQUIREMENTS. With the platen shaft held so that the front face of the downward extension of the shift bell-crank is opposite the mark in the top surface of the shift lever, the horizontal extension of the shift bell-crank should line up approximately with the vertical center line through the shift rocker bearing screw.

c. ADJUSTMENT. Bend the horizontal extension of the shift bell-crank.

304. Shift Bell-Crank Guide Adjustment (fig. 180)

a. PREPARATION. None required.

b. REQUIREMENTS. The platen assembly should shift freely in the shift bell-crank guide slot and the printing face on the platen should be approximately horizontal.

c. ADJUSTMENT. Position the shift bell-crank guide.

305. Shift Rocker Adjustment

a. PREPARATION. None required.

b. REQUIREMENTS. With the platen assembly in the forward (FIGURES) position, select the LETTERS pull bar and rotate the main-shaft until the main-bail roller is on the low part of its cam. Under these conditions, the vertical arm of the shift bell-crank should overtravel the rear shoulder of the shift lever by not more than 0.008 inch.

c. ADJUSTMENT. Adjust the shift rocker by means of its adjusting screw.

306. Ribbon-Guide Adjustment (fig. 172)

a. PREPARATION. None required.

b. REQUIREMENTS. The ribbon should be centrally located with respect to any type pallet. The height of the ribbon guide should be such that the ribbon is held approximately 1/32 inch

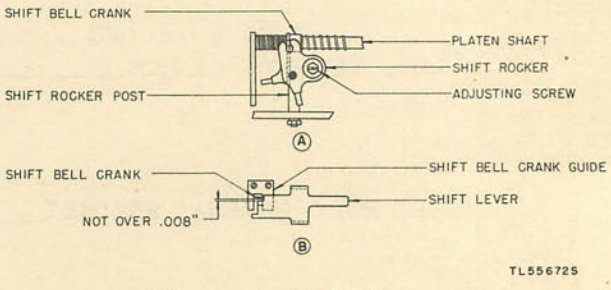

Figure 180. Shift bell-crank

above the tape. In operation, the ribbon should remain central with respect to the type pallets, and the rear edge should not curl.

c. ADJUSTMENTS. Position the ribbon guide toward the front or rear to meet the first requirement. Bend the ribbon guide adjacent to the main casting to meet the second requirement. The latter requirement may be met by bending the forward end of the lower part of the ribbon guide upward to eliminate the tendency to curl.

307. Feed-Roll Detent-Lever Spring Tension Adjustment (fig. 178)

a. PREPARATION. None required.

b. REQUIREMENTS. With a 32-ounce scale hooked over the detent lever at the roller and pulling at right angles to the detent lever, it should require 10 to 15 ounces to start the roller moving away from the star wheel.

c. ADJUSTMENT. Replace with a new spring.

308. Punch-Arm Spring Tension Adjustment (fig. 175)

a. PREPARATION. None required.

b. REQUIREMENTS. Move the punch-arm cam roller to the low part of its cam. Hook a 12-pound scale over the punch-arm spring post and pull in line with the spring. It should require 3½ to 4½ pounds to start the roller moving away from its cam.

c. ADJUSTMENT. Replace with a new spring.

309. Punch Bell-Crank Spring Tension Adjustment (fig. 175)

a. PREPARATION. Remove the tape guide.

b. REQUIREMENTS. Move the main-bail roller to the high part of its cam. Hook an 8-ounce scale under the horizontal arm of each punch bell-crank at the spring and pull vertically upward. It should require 2 to 3 ounces to start each bell-crank moving.

c. ADJUSTMENT. Replace with new springs. Replace the tape guide.

310. Platen-Shift Spring Tension Adjustment (fig. 172)

a. PREPARATION. None required.

b. REQUIREMENTS. Move the platen to the LETTERS position. Apply the push end of a 64-ounce scale to the front end of the platen shaft and push horizontally toward the rear. It should require 5 to 7½ ounces to start the shift bell-crank extension moving away from the rear shoulder of the shift lever.

Note. On units equipped with a magnet-operated tape feed-out counter mechanism the platen-shift spring tension should be 6 to 10 ounces.

c. ADJUSTMENT. Replace with a new spring.

311. Platen-Yield Spring Tension Adjustment (fig. 172)

a. PREPARATION. None required.

b. REQUIREMENTS. With the platen shaft held in the extreme rear position apply the push end of a 64-ounce scale to the front end of the platen guide shaft and push horizontally toward the rear. It should require 12 to 20 ounces to start the platen block moving on the platen shaft.

c. ADJUSTMENT. Replace with a new spring.

312. Shift-Lever Spring Tension Adjustment (fig. 179)

a. PREPARATION. None required.

b. REQUIREMENTS. With the shift bell-crank held toward the rear (away from the shoulder on the shift lever) apply an 8-ounce scale to the shift lever and push downward in line with the right edge of the platen shaft. It should require ½ to 1 ounce to start the lever moving.

c. ADJUSTMENT. Replace with a new spring.

313. Tape-Guide Spring Adjustment (fig. 172)

a. PREPARATION. None required.

b. REQUIREMENTS. The tape-guide spring should be positioned so that the edge of the spring is parallel to the upper edge of the punch-unit casting. The curved pressure tip should engage the tape at a point opposite the cut-out in the tape guide and should press the tape firmly against the rear side of the guide channel in the punch block without buckling the tape.

c. ADJUSTMENT. Position the spring by means of its mounting screw; bend the spring to provide the required spring pressure.

Note. If the tape guide prevents the tape-guide spring from pressing the tape against the side of the

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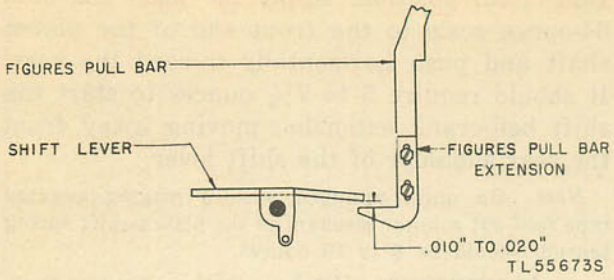


Figure 181. Figures pull-bar requirements.

guide channel in the punch block, add sufficient shims, between the tape-guide mounting post and the perforator main bracket, to just meet the foregoing requirement. Maintain some clearance between the rear edge of the tape guide and the punch-bail.

314. Figures Pull-Bar Adjustment (fig. 181)

a. PREPARATION. None required.

b. REQUIREMENTS. There should be a 0.010-inch to 0.020-inch clearance between the toe on the FIGURES pull-bar extension and the shift lever when the main-shaft clutch is fully disengaged and the shift bell-crank is fully latched in the LETTERS position.

c. ADJUSTMENT. Position the FIGURES pull-bar extension by utilizing its elongated mounting holes.

315. Main-Bail Spring Tension Adjustment

a. PREPARATION. None required.

b. REQUIREMENTS. The printing blow, that is, the force with which the type bars strike the platen, and the force required for shifting the platen shaft assembly from the FIGURES to the LETTERS position, is regulated by the main-bail spring adjusting screw. This spring adjusting screw is located just to the left of the clutch throw-out lever upper pivot screw (See fig. 135.) With the main-shaft clutch disengaged and a 25-pound scale hooked to the spring adjusting lever directly below the spring, it should require not more than 15½ pounds to start the spring adjusting lever moving.

c. ADJUSTMENT. With the motor running, send alternate LETTERS and FIGURES signals to the typing reperforator unit. Back off the main-bail spring adjusting screw until the platen fails to return to the LETTERS position. Then turn the screw in a clockwise direction until the platen just moves to the LETTERS and FIGURES position without any failures. Turn the screw clockwise an additional 1½ turns and tighten the locknut.

316. Main-Bail Cam Clutch Torque Adjustment (fig. 182)

a. PREPARATION. None required.

b. REQUIREMENTS. This torque should be measured after the motor has been running at least 10 minutes with the main-bail cam stationary. Press downward on the main-bail so as to move the main-bail roller away from its cam and at the same time hold the cam-lever roller (if present) and the punch-arm cam

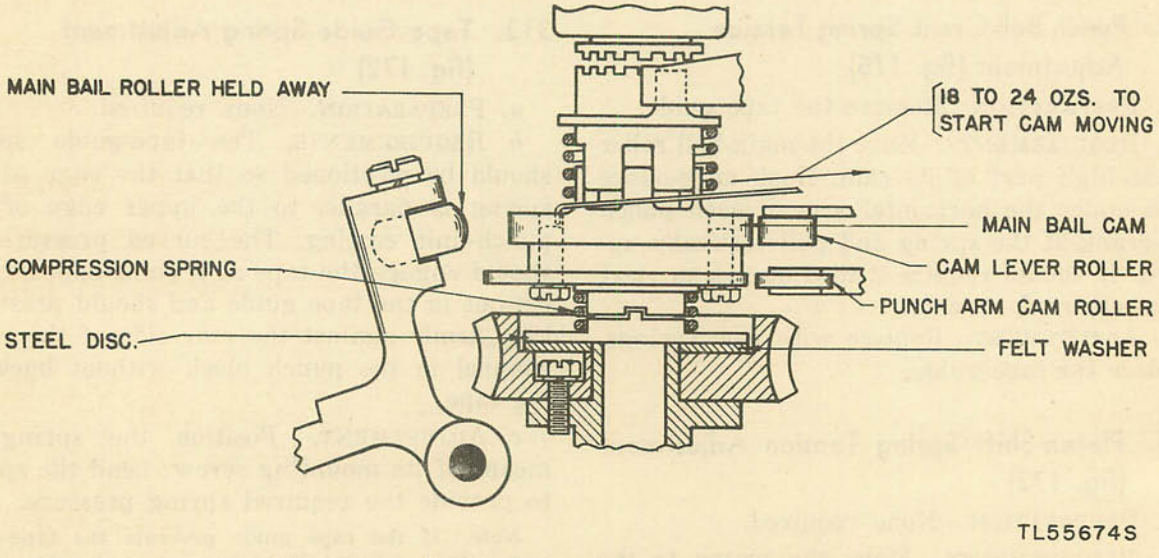


Figure 182. Main-bail cam clutch torque requirements.

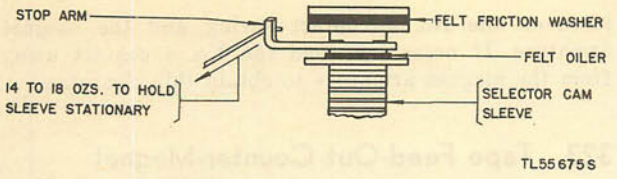


Figure 183. Selector-clutch torque requirements.

roller away from their cams. With a 32-ounce scale hooked into the screw hole on top of the main-bail cam and pulling at right angles to the radius, it should require a pull of 18 to 24 ounces to start the cam moving opposite to its normal direction of rotation.

c. ADJUSTMENT. Replace the felt friction washers, and/or place shims under the compression spring between the compression spring and the steel disk.

317. Selector-Clutch Torque Adjustment (fig. 183)

a. PREPARATION. None required.

b. REQUIREMENTS. This torque should be measured after the motor has been running at least 10 minutes with the selector-cam sleeve stationary. Hook a 32-ounce scale to the selector-cam sleeve stop arm. It should require a pull of 14 to 18 ounces to hold the selector-cam sleeve stationary.

c. ADJUSTMENT. Check the condition of the felt friction washers, and replace when necessary. If specified torque is still not met, adjust the friction-clutch spring by placing the proper amount of shims at the lower end of the spring. *The selector-cam sleeve must be removed from the shaft in order to insert the shims.*

318. Tape Feed-Out Magnet Yoke Adjustment (fig. 184)

a. PREPARATION. None required.

b. REQUIREMENTS. (1) *Armature clearance.* There should be some clearance, but not over 0.015-inch, between the magnet armature and the magnet yoke when the tape feed-out magnet is energized with approximately 0.045 ampere of current.

(2) *Yoke position.* The vertical projection on the magnet yoke should aline with the vertical projection on the magnet.

c. ADJUSTMENT. (1) *Armature clearance.* Add or remove shims between the magnet core and magnet yoke to get the required clearance.

(2) *Yoke position.* Loosen the magnet mounting screw and aline the projections on the yoke and magnet. Recheck after tightening the mounting screws.

319. Tape Feed-Out Magnet Armature Adjustment (fig. 184)

a. PREPARATION. None required.

b. REQUIREMENTS. The magnet armature should be positioned approximately in the center of the adjustment provided by its mounting screw holes.

c. ADJUSTMENT. Position the armature by manually moving it to the required location.

320. Tape Feed-Out Magnet Bracket Adjustment (figs. 154 and 184)

a. PREPARATION. None required.

b. REQUIREMENTS. There should be 0.030-inch to 0.045-inch clearance between the stop lever and the trip latch when the main-shaft is

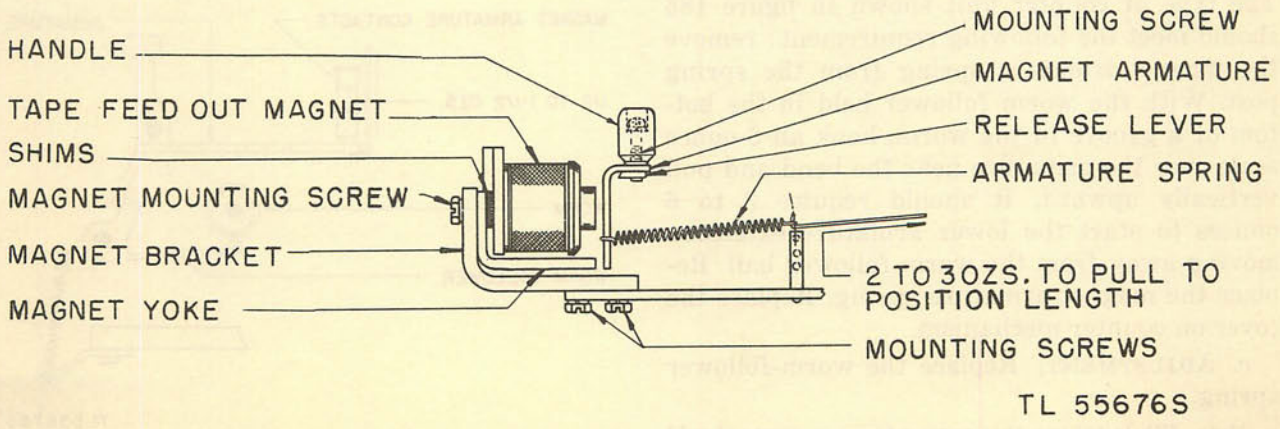


Figure 184. Tape feed-out magnet yoke requirements.

rotated until the latching face of the stop lever is directly below the latching surface of the trip latch and the tape feed-out magnet coil is energized with approximately 0.045 ampere of current. Under these conditions, the face of the magnet armature should be parallel to the ends of the magnet cores.

c. ADJUSTMENT. Position the magnet bracket by utilizing its enlarged mounting holes.

321. Tape Feed-Out Magnet Armature Spring Tension Adjustment (fig. 184)

a. PREPARATION. None required.

b. REQUIREMENTS. Unhook the armature spring from its spring post and hook an 8-ounce scale in the spring eye. With the armature in the unoperated position, it should require 2 to 3 ounces to extend the spring to position length. Rehook the spring.

c. ADJUSTMENT. If the requirements in *b* above are not met, replace with a new spring.

322. Worm-Follower Bail Spring Tension Adjustment (figs. 185 and 186)

a. PREPARATION. Remove the cover from the counter mechanism.

b. REQUIREMENTS. The type of counter unit shown in figure 185, used on typing reperforator units equipped with main-bail roller guides, should meet the following requirement: with the worm follower resting in the bottom of a groove of the worm and the magnet-armature contacts held away from the armature, hook an 8-ounce scale over the end of the armature and pull vertically upward. It should require ½ to 1½ ounces to start the worm follower moving downward away from the worm. The type of counter unit shown in figure 186 should meet the following requirement: remove the magnet-armature spring from the spring post. With the worm follower held in the bottom of a groove in the worm, hook an 8-ounce scale over the armature near the bend and pull vertically upward. It should require 3 to 6 ounces to start the lower armature extension moving away from the worm-follower bail Replace the magnet armature spring. Replace the cover on counter mechanism.

c. ADJUSTMENT. Replace the worm-follower spring.

Note. While taking this spring tension, there should be some clearance between the bottom of the bakelite piece on the No. 4 contact spring and the magnet armature. If necessary, hold the No. 4 contact away from the magnet armature to obtain this clearance.

323. Tape Feed-Out Counter-Magnet Armature Spring Tension Adjustment

a. PREPARATION. Remove the cover from the counter mechanism.

b. REQUIREMENTS. *THIS REQUIREMENT APPLIES ONLY TO COUNTER UNITS HAVING A SPRING ATTACHED TO THE ARMATURE AS SHOWN IN FIGURE* 186. Unhook the worm-follower bail spring. With the worm-follower pin resting in the bottom of a groove in the worm and with some clearance existing between the insulator on the No. 4 contact spring and the magnet armature (hold the No. 4 spring away if necessary), hook an 8-ounce scale under the end of the armature and pull vertically upward. It should require ½ to 1½ ounces to start the magnet armature moving. Rehook the worm-follower bail spring. Replace the cover on the counter mechanism.

c. ADJUSTMENT. Replace with new spring.

324. Worm-Follower Bail Adjustment (figs. 185, 186, and 187)

a. PREPARATION. None required.

b. REQUIREMENTS. The position of the worm-follower bail on the ribbon reverse shaft should be such that the front edge of the extension on the worm-follower bail is approximately in line with the front edge of the magnet-armature extension.

c. ADJUSTMENT. Loosen the worm-follower bail sleeve setscrew and position the sleeve. Be-

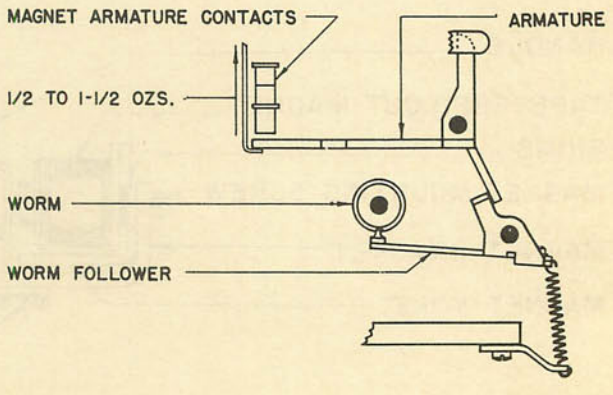


Figure 185. Worm-follower requirements.

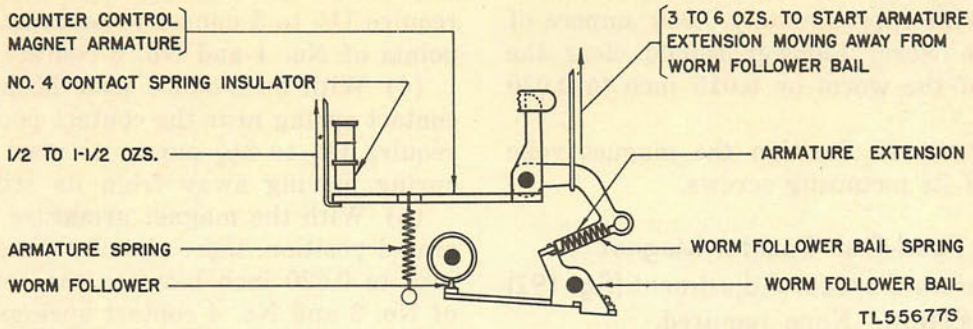


Figure 186. Tape feed-out counter-magnet armature spring tension requirements.

fore tightening the setscrew, position the sleeve so that the setscrew is accessible when a screwdriver is inserted in the space between the code-bar bell-cranks and the extreme right-hand type bar.

325. Worm-Shaft End-Play Adjustment (Tape Counter Mechanism) (fig. 188)

a. PREPARATION. None required.

b. REQUIREMENTS. (1) The worm shaft should be centrally located endwise in its bracket.

(2) The shaft should be free to turn with minimum end play.

c. ADJUSTMENTS. (1) Loosen the worm setscrew and the collar setscrew. Locate the worm shaft centrally with relation to its bracket, then push the worm and the two washers against the rear vertical projection of the bracket and tighten the worm setscrew.

(2) Unhook the worm-shaft spring and position the collar on the shaft by means of its setscrew. Then rehook the spring.

326. Worm-Follower Contact-Springs Adjustment (fig. 189-A)

a. PREPARATION. Remove the worm-follower backstop and cover bracket.

b. REQUIREMENTS. (1) With the push end of an 8-ounce scale applied to the front contact spring near the contact point, it should require 2 to 4 ounces to start the spring moving away from its stiffener.

(2) There should be a gap of 0.015 inch between the contact points.

c. ADJUSTMENT. (1) Remove and bend the front contact spring.

(2) Bend the rear contact spring.

327. Worm-Follower Contact-Bracket Adjustment (fig. 189-B)

a. PREPARATION. None required.

b. REQUIREMENTS. When the worm follower is resting in the groove at the end of the worm, the contact should be closed with some overtravel, but not more than 0.010-inch, measured between the front contact spring and the lower edge of the stiffener.

c. ADJUSTMENT. Position the contact bracket.

328. Tape Feed-Out Counter-Magnet Adjustment (fig. 190)

a. PREPARATION. None required.

b. REQUIREMENTS. When the magnet coil is energized with approximately 0.060 ampere of current, there should be some clearance, but not over 0.015 inch, between the magnet armature and the two ends of the magnet yoke.

c. ADJUSTMENT. Add or remove shims between the magnet mounting core and the magnet yoke.

Note. When tightening the magnet mounting screw, position the magnet so that the magnet terminals are approximately equidistant from the magnet yoke.

329. Tape Feed-Out Counter-Magnet Yoke Adjustment (fig. 191)

a. PREPARATION. None required.

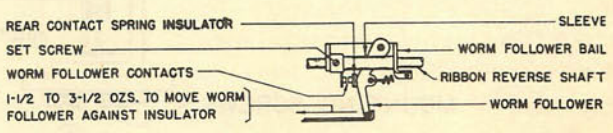


Figure 187. Worm-follower bail requirements.

b. REQUIREMENTS. When the magnet coil is energized with approximately 0.060 ampere of current, the worm follower should clear the high part of the worm by 0.015 inch to 0.030 inch.

c. ADJUSTMENT. Position the magnet yoke by means of its mounting screws.

330. Tape Feed-Out Counter-Magnet Armature Contact Adjustment (fig. 192)

a. PREPARATION. None required.

b. REQUIREMENTS. (1) With an 8-ounce scale hooked to contact spring No. 2 or No. 5 near the contact point, and contact springs No. 1 or No. 4 respectively held upward to clear No. 2 and No. 5 contacts, it should require not less than 2 ounces to start No. 2 or No. 5 contact spring moving away from its stiffener.

(2) When the magnet coil is energized with approximately 0.060 ampere of current, there should be 0.040-inch to 0.050-inch clearance between the contact points of No. 4 and No. 5 contact springs.

(3) With an 8-ounce scale hooked to No. 4 contact spring near the contact point, it should require 1½ to 3 ounces to separate the contact points of No. 4 and No. 5 contact springs.

(4) With an 8-ounce scale hooked to No. 3 contact spring near the contact point, it should require 1½ to 2½ ounces to start the contact spring moving away from its stiffener.

(5) With the magnet armature in its unoperated position, there should be a gap of 0.010 inch to 0.020 inch between the contact points of No. 3 and No. 4 contact springs.

(6) When the magnet coil is energized with approximately 0.060 ampere of current, there should be a gap of 0.010 inch to 0.020 inch between the contact points of No. 1 and No. 2 contact springs.

(7) With the magnet armature in its unoperated position and an 8-ounce scale applied to No. 1 contact spring near the contact point, it should require 1½ to 2½ ounces to separate the contact points of No. 1 and No. 2 contact springs.

c. ADJUSTMENTS. (1) Adjust by bending contact springs No. 2 and No. 5.

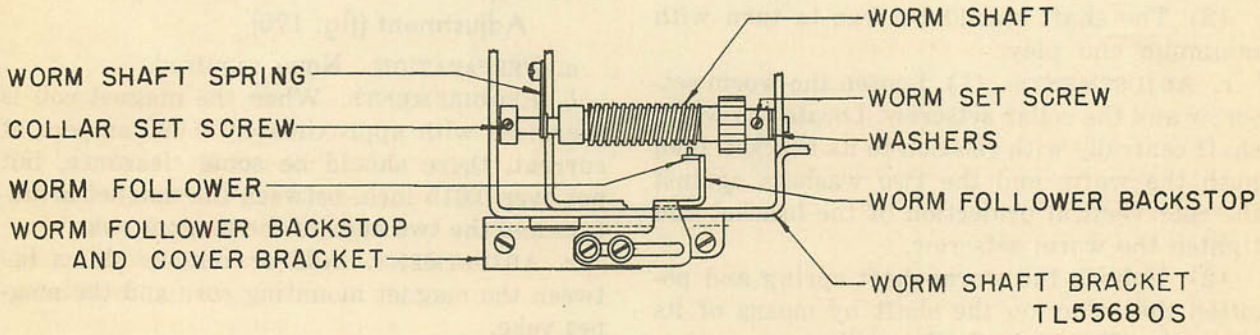


Figure 188. Worm-shaft end-play requirements.

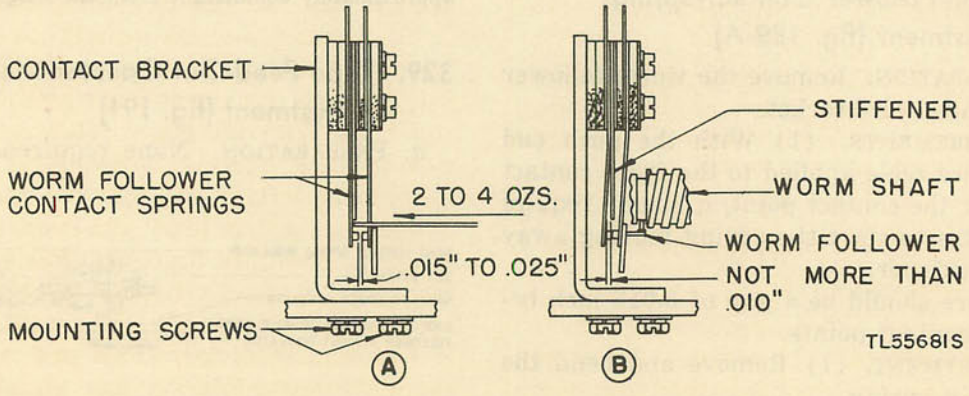


Figure 189. Worm-follower contact-springs requirements.

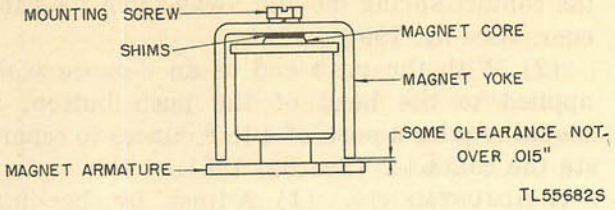


Figure 190. Tape feed-out counter-magnet requirements.

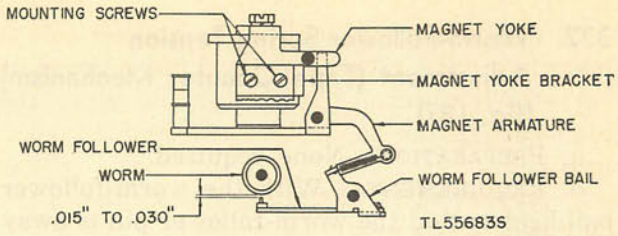


Figure 191. Tape feed-out counter-magnet yoke requirements.

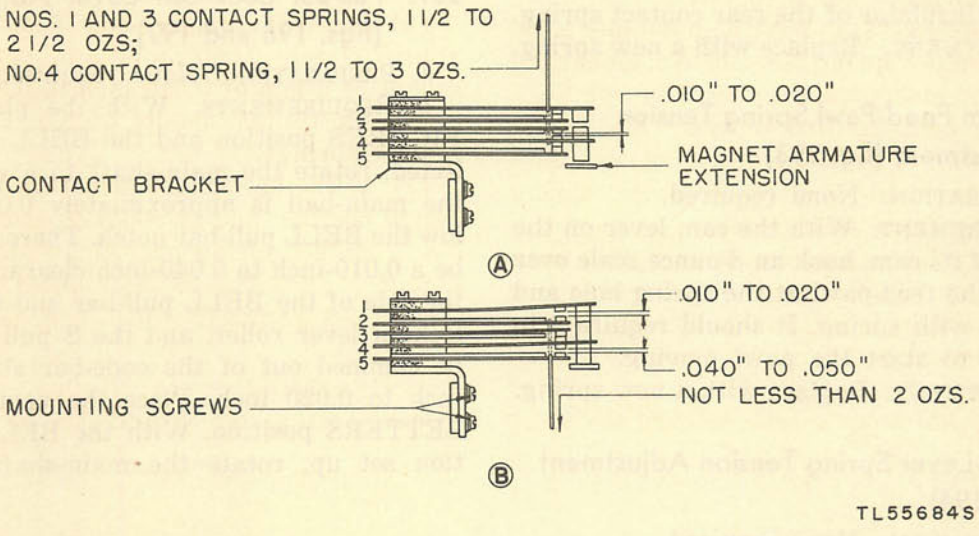


Figure 192. Tape feed-out counter-magnet armature contact requirements.

(2) Position the contact bracket by means of its elongated mounting holes.

(3) Adjust by bending No. 4 contact spring.

(4) Adjust by bending No. 3 contact spring.

(5) Adjust by bending the No. 3 contact-spring stiffener and recheck the contact-spring tension.

(6) Adjust by bending the No. 2 contact-spring stiffener and recheck the contact-spring tension.

(7) Adjust by bending No. 1 contact spring.

Note. FOR REFERENCE PURPOSES, THE CONTACT SPRINGS ARE NUMBERED 1 TO 5 FROM TOP TO BOTTOM. (SEE FIGURE 192.)

331. Worm-Follower Backstop Adjustment (figs. 188 and 191)

a. PREPARATION. None required.

b. REQUIREMENTS. The worm-follower contact should close with not less than 140 operations of the cam lever.

c. ADJUSTMENTS. Proceed as follows: (1) Position the worm-follower backstop as far toward the rear on its bracket as the elongated mounting holes will permit. Hold the magnet armature in its operated position in order to fully return the worm follower. In this position the worm follower should rest against its backstop. If it does not, move the backstop forward until it just touches the worm follower.

(2) Rotate the main-shaft to a position where the manual operation of the cam lever will advance the worm-shaft ratchet one tooth at a time. With the worm follower in its rearmost position, operate the cam lever by pressing toward the left, at its forward end. Continue to operate the cam lever and count the number of operations until the worm-follower contacts just close. It should require not less than 140 operations to accomplish the contact closure. If less than 140 operations are required, recheck the worm-follower bail adjustment (par. 324) and readjust the worm-follower backstop.

332. Worm-Follower Spring Tension Adjustment (Tape Counter Mechanism) (fig. 187)

a. PREPARATION. None required.

b. REQUIREMENTS. With the worm-follower bail held so that the worm-follower pin is away from the worm, hook an 8-ounce scale over the end of the worm follower and pull approximately parallel to the spring. It should require 1½ to 3½ ounces to move the worm-follower against the insulator of the rear contact spring.

c. ADJUSTMENT. Replace with a new spring.

333. Worm Feed-Pawl Spring Tension Adjustment (fig. 193)

a. PREPARATION. None required.

b. REQUIREMENT. With the cam lever on the high part of its cam, hook an 8-ounce scale over the end of the feed-pawl at the spring hole and pull in line with spring. It should require 3 to 5½ ounces to start the pawl moving.

c. ADJUSTMENT. Replace with a new spring.

334. Cam-Lever Spring Tension Adjustment (fig. 194)

a. PREPARATION. None required.

b. REQUIREMENTS. With the cam-lever roller on the low part of its cam, hook a 64-ounce scale over the cam lever at the spring hole and pull in line with the spring. It should require 28 to 38 ounces to start the lever moving.

c. ADJUSTMENT. Replace with a new spring.

335. Push-Button Contact Gap Adjustment (fig. 195-A)

a. PREPARATION. None required.

b. REQUIREMENTS. There should be a 0.010-inch to 0.050-inch gap between contact points when push button is held fully depressed.

c. ADJUSTMENT. Bend the contact-spring stiffener.

336. Push-Button Contact Spring Tension Adjustment (fig. 195)

a. PREPARATION. None required.

b. REQUIREMENTS. (1) With the push end of an 8-ounce scale applied to the shorter contact spring directly above the contact point, it should require a push of 3½ to 6 ounces, applied as nearly horizontally as possible, to start the contact spring moving away from its stiffener. (See fig. 195.)

(2) With the push end of an 8-ounce scale applied to the head of the push button, it should require a push of 4 to 8 ounces to separate the contacts. (See fig. 195).

c. ADJUSTMENTS. (1) Adjust by bending the shorter contact spring.

(2) Adjust by bending longer contact spring.

337. Pull-Bar Lock-Out Lever Adjustment (figs. 196 and 197)

a. PREPARATION. None required.

b. REQUIREMENTS. With the platen in the FIGURES position and the BELL pull-bar selected, rotate the main-shaft to a point where the main-bail is approximately 0.010-inch below the BELL pull-bar notch. There should then be a 0.010-inch to 0.040-inch clearance between the side of the BELL pull-bar and the pull-bar locknut lever roller, and the S pull bar should be cammed out of the code-bar slot by 0.004 inch to 0.020 inch. Place the carriage in its LETTERS position. With the BELL combination set up, rotate the main-shaft until the

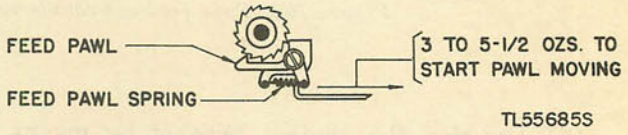


Figure 193. Worm feed-pawl spring tension requirements.

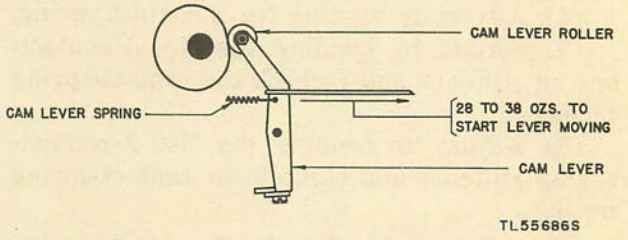


Figure 194. Cam-lever spring tension requirements.

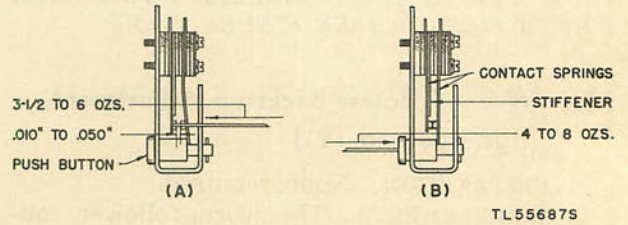


Figure 195. Tape feed-out push-button contact gap requirements.

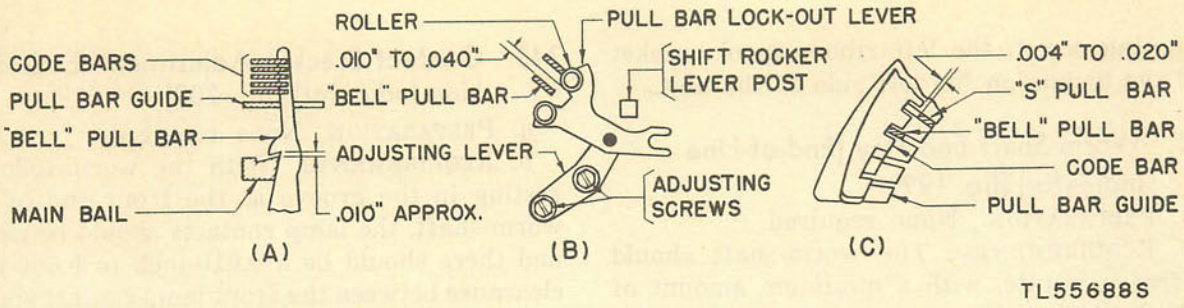


Figure 196. Signal bell pull-bar lock-out lever requirements. (FIGURES position).

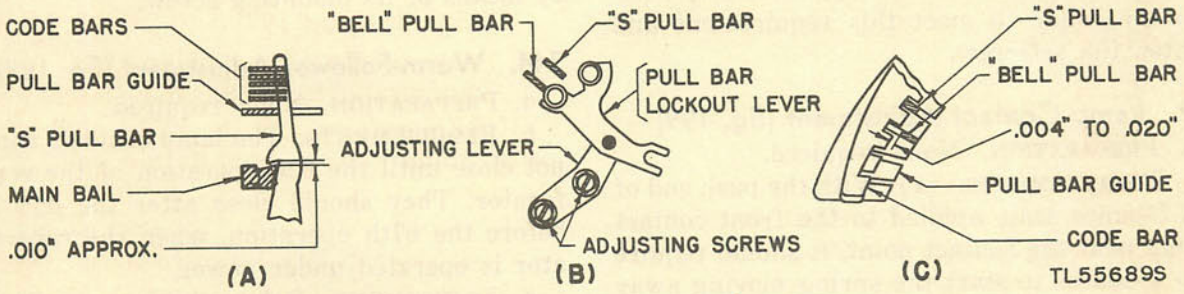


Figure 197. Signal bell pull-bar lock-out lever (LETTERS position) requirements.

main-bail is moved to within approximately 0.010-inch of the notch in the S pull-bar. The BELL pull-bar should be cammed out of the code-bar slot by 0.004 inch to 0.020 inch.

c. ADJUSTMENT. To meet these requirements, position the adjusting lever by utilizing the play in its mounting holes.

338. Bell-Hammer Post Adjustment

a. PREPARATION. None required.

b. REQUIREMENTS. With the bell pull-bar selected and the main-bail at its highest point, the tip of the bell pull-bar toe should be in line with the outside surface of the bell hammer.

c. ADJUSTMENT. Check this adjustment by holding the bell-hammer spring to one side and sighting along the side of the bell hammer. Position the bell-hammer post.

339. Bell-Hammer Eccentric-Screw Adjustment (fig. 198)

a. PREPARATION. None required.

b. REQUIREMENTS. (1) Units which do not have a type bar associated with the bell pull-bar should be adjusted as follows: with the bell pull-bar selected and the main-bail in its uppermost position, there should be a clearance of 0.065 inch to 0.085 inch between the bell-hammer lip and the bell-hammer post.

(2) Units in which a type bar is operated by the bell pull-bar should be adjusted as follows: with the bell pull-bar selected, there should be a clearance of 0.020 inch to 0.040 inch between the bell-hammer lip and the bell-hammer post when the bell-type bar is held against the platen.

c. ADJUSTMENT. Loosen the bell-hammer eccentric screw and move the bell hammer until the proper clearance between the bell-hammer lip and the bell-hammer post is obtained. Tighten the eccentric screw being careful not to change the clearance.

340. Signal Bell Adjustment

a. PREPARATION. None required.

b. REQUIREMENTS. The signal bell should be positioned so as to obtain the most satisfactory bell tone.

c. ADJUSTMENT. Loosen the bell mounting screw and utilize the slotted hole in the bell mounting bracket to position the bell. When adjusted there should be at least 0.004-inch clearance between the bell and the tape platform or chute, and at least 0.010-inch clearance between the bell and the bell-bracket

mounting screw, the left ribbon-spool bracket and the handle on the left side of the unit.

341. Worm-Shaft End Play (End-of-Line Indicator) (fig. 199)

a. PREPARATION. None required.

b. REQUIREMENTS. The worm-shaft should be free to rotate, with a minimum amount of end play, when the worm-shaft spring is detached from the contact bracket.

c. ADJUSTMENT. Loosen the setscrew. Position the collar to meet this requirement and tighten the setscrew.

342. Lamp Contact Adjustment (fig. 199)

a. PREPARATION. None required.

b. REQUIREMENTS. (1) With the push end of and 8-ounce scale applied to the front contact spring near the contact point, it should require 3 to 4 ounces to start the spring moving away from its stiffener.

(2) There should be a gap of 0.015 inch to 0.025 inch between the contacts.

c. ADJUSTMENTS. (1) Remove the spring from the contact assembly and bend.

(2) Bend the rear contact spring.

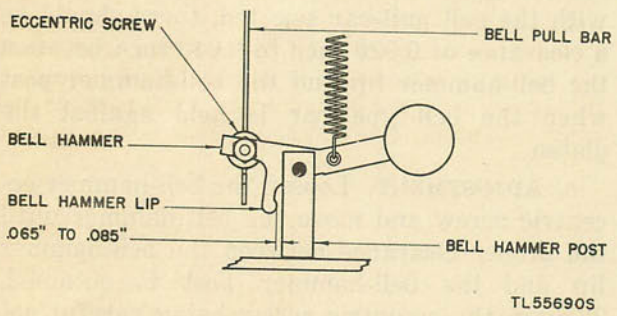


Figure 198. Bell-hammer eccentric-screw requirements.

343. Contact Bracket Adjustment (End-of-Line Indicator) (fig. 200)

a. PREPARATION. None required.

b. REQUIREMENTS. With the worm-follower resting in the groove at the front end of the worm shaft, the lamp contacts should be closed and there should be a 0.010-inch to 0.020-inch clearance between the front lamp contact spring and the lower end of its stiffener.

c. ADJUSTMENT. Position the contact bracket by means of its mounting screw.

344. Worm-Follower Adjustment (fig. 199)

a. PREPARATION. None required.

b. REQUIREMENTS. The lamp contacts should not close until the 62d operation of the reperforator. They should close after the 62d and before the 67th operation, when the reperforator is operated under power.

c. ADJUSTMENT. Rotate the main-shaft to a position where the manual operation of the cam lever will advance the worm-shaft ratchet one tooth at a time. With the worm-follower in its rearmost position, operate the cam lever by pressing toward the left at its forward end until the pin on the worm follower just enters a thread on the worm. Continue to operate the cam lever 62 additional times. Then adjust the position of the release bail by means of the sleeve and the adjusting-bracket mounting screws so that the contacts just close. *CHECK THE ADJUSTMENT SEVERAL TIMES WITH THE REPERFORATOR OPERATING UNDER POWER.*

345. Worm-Follower Spring Tension (End-of-Line Indicator) (fig. 201)

Refer to paragraph 332 and figure 201 for the

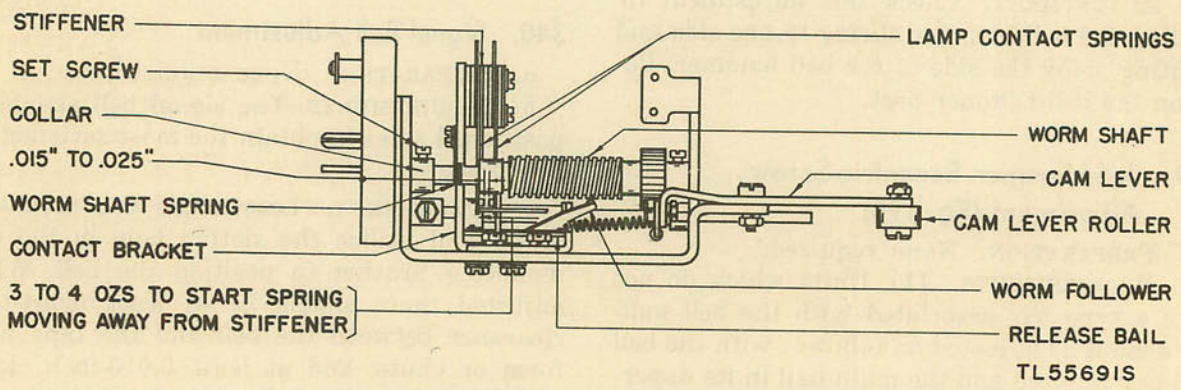


Figure 199. Worm-shaft end-play requirements.

requirements and adjustment of the worm-follower spring, which is part of the mechanical end-of-line indicator mechanism.

346. Release-Bail Spring Tension Adjustment (fig. 202)

a. PREPARATION. None required.

b. REQUIREMENTS. Hook a 32-ounce scale over the edge of the release-bail near the spring hole, and pull upward. It should require 7 to 11 ounces to start the bail moving.

c. ADJUSTMENT. Replace with a new spring.

347. Feed-Pawl Spring Tension Adjustment (End-of-Line Indicator) (fig. 193)

a. PREPARATION. None required.

b. REQUIREMENTS. Move the cam-lever roller to the high part of the main-bail cam. Hook an 8-ounce scale over the end of the feed-pawl at the spring hole and pull in line with the spring. It should require 3 to 5½ ounces to start the feed-pawl moving.

c. ADJUSTMENT. Replace with a new spring.

348. Ribbon-Lift Lever Spring Tension Adjustment (fig. 203)

a. PREPARATION. None required.

b. REQUIREMENTS. Hook a 32-ounce scale under the ribbon-lift lever directly below the spring hole and pull vertically upward. It should require at least 28 ounces to start the lever moving.

c. ADJUSTMENT. Replace with a new spring.

349. Backspace-Lever Spring Tension Adjustment (fig. 204)

a. PREPARATION. None required.

b. REQUIREMENTS. Hook an 8-ounce spring scale beneath the rear extension of the backspace lever at the back side of the main bracket and pull upward at a right angle to the lever. It should require 1 to 2½ ounces to start the lever moving.

c. ADJUSTMENT. Replace with a new spring.

350. Backspace Feed-Pawl Spring Tension Adjustment (fig. 204)

a. PREPARATION. None required.

b. REQUIREMENTS. Hook an 8-ounce scale over the end of the backspace feed pawl and pull in line with the spring. It should require ½ to 1½ ounces to start the feed-pawl moving.

c. ADJUSTMENT. Replace with a new spring.

351. Feed-Pawl Spring Tension Adjustment (Backspace Mechanism) (fig. 205)

a. PREPARATION. None required.

b. REQUIREMENTS. With the main-bail cam in the stop position, hook an 8-ounce scale over the feed-pawl just above the curved bearing portion shown in the figure and pull horizontally toward the left. It should require 2 to 4 ounces to start the feed-pawl moving away from the feed roll.

c. ADJUSTMENT. Replace with a new spring.

Note. The backspace mechanism should be capable of backspacing a length of tape containing 72 characters of regular text matter with one LETTERS combination after each 9 characters by consecutively depressing the backspace lever 72 times. The tape should not buckle or be damaged by the backspace operation. It may be necessary to refine the adjustment of the punch-bail upstop screw (par. 296) or to remove dirt and burrs from the parts.

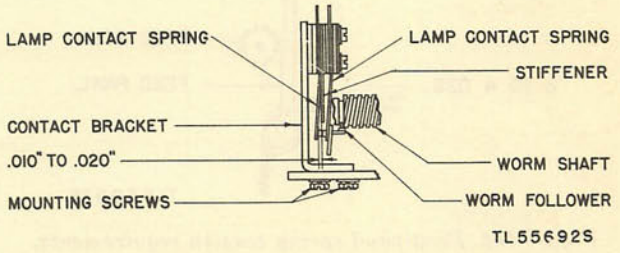
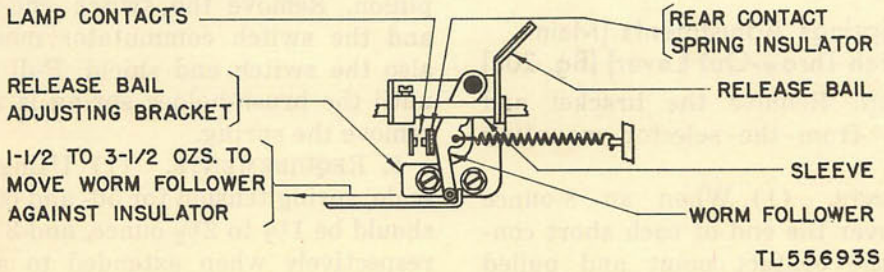


Figure 200. Contact-bracket requirements.



Figures 201. Worm-follower spring tension requirements.

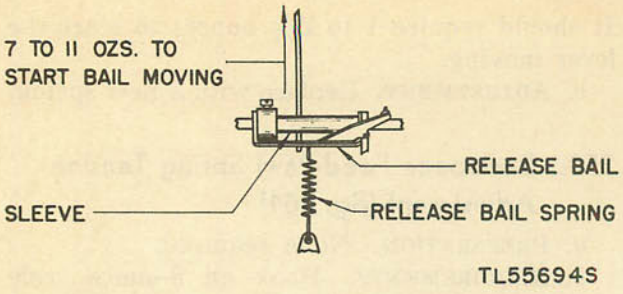


Figure 202. Release-bail spring requirements.

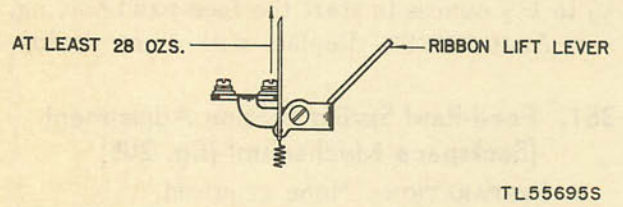


Figure 203. Ribbon-lift lever spring tension requirements.

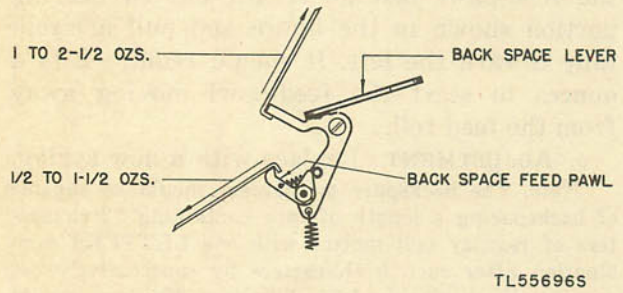


Figure 204. Backspace-lever spring tension requirements.

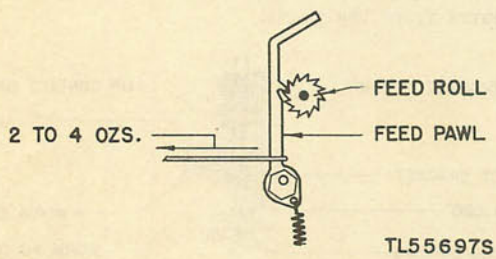


Figure 205. Feed-pawl spring tension requirements.

352. Contact-Springs Adjustments (Main-Shaft Clutch Throw-Out Lever) (fig. 206)

a. PREPARATION. Remove the bracket and spring assembly from the selector mounting plate.

b. REQUIREMENTS. (1) When an 8-ounce scale is hooked over the end of each short contact-spring at the contact point and pulled horizontally at right angles to the springs, it should require ½ to 2 ounces to start the short contact-springs moving away from their stiffeners.

(2) There should be a gap of 0.015-inch between each pair of contact points.

c. ADJUSTMENTS. (1) Bend the short contact-springs. Tension of the contact-spring may be increased either by removing the spring from the pile-up and bending, or by inserting a bank pin between the spring and the stiffener near the clamped ends and squeezing the spring and the stiffener together with pliers.

(2) Bend the long contact-springs.

353. Contact-Bracket Position Adjustment (Main-Shaft Clutch Throw-Out Lever) (fig. 206)

a. PREPARATION. None required.

b. REQUIREMENTS. Move the clutch throw-out lever to the high part of the driven clutch member, hook an 8-ounce scale over the end of each short contact spring at the contact point, and pull at right angles to the spring. It should require a pull of not less than ½-ounce to separate each contact point.

c. ADJUSTMENT. Loosen the contact-bracket mounting screws and position the bracket. Tighten the mounting screws.

Note. With the main-shaft in its stop position, there should be some clearance between the clutch throw-out lever and the insulator of the long contact spring. If this requirement cannot be met it will be necessary to remake adjustment 2 of the contact spring adjustments (par. 352) by bending the short contact spring with its stiffener and then bending the long contact spring to meet the specified requirements. Then check adjustment 1 of the contact spring adjustments (par. 352).

354. Starting-Switch Adjustments (Synchronous Motor Only) (fig. 207)

a. PREPARATION. Remove the motor unit from the base and remove the motor fan and pinion. Remove the switch end-shield screws and the switch commutator mounting screw, also the switch end shield. Pull out the rotor until the brush-holder spring is accessible and remove the spring.

b. REQUIREMENTS. (1) Using an 8-ounce scale, spring tension for 50- and 60-cycle motors should be 1½ to 2½ ounce, and 3 to 3¾ ounces respectively when extended to a length of 5 inches.

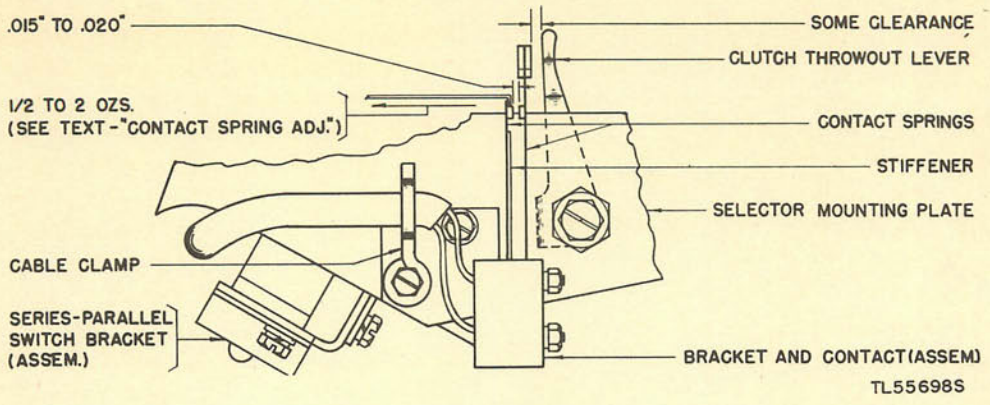


Figure 206. Contact-spring requirements.

(2) The brush holders should be mounted by means of the center set of mounting holes and should be free.

(3) The brush-holder stop pins should be safely within the holes of the fiber disk when all the play in the brush holders has been taken up to make the engagement of the pins with the disk a minimum.

(4) Replace the brush-holder spring, making certain that the spring eyes are fully engaged with each other.

(5) Replace the switch commutator screws and tighten the two screws alternately, a little at a time, until both screws are tight.

(6) Replace the switch end-shield screws, using the same precaution in tightening as above.

(7) Apply the push end of a 12-pound scale against the fan end of the shaft and push parallel with the shaft. It should require at least 7 pounds pressure to start the shaft moving. This applies to a-c, d-c, and synchronous motors.

c. ADJUSTMENTS. Replace the motor fan and pinion. Replace the motor unit on the base and check the motor-plate adjustment. If the springs do not meet the requirements given in *b* above, replace the springs.

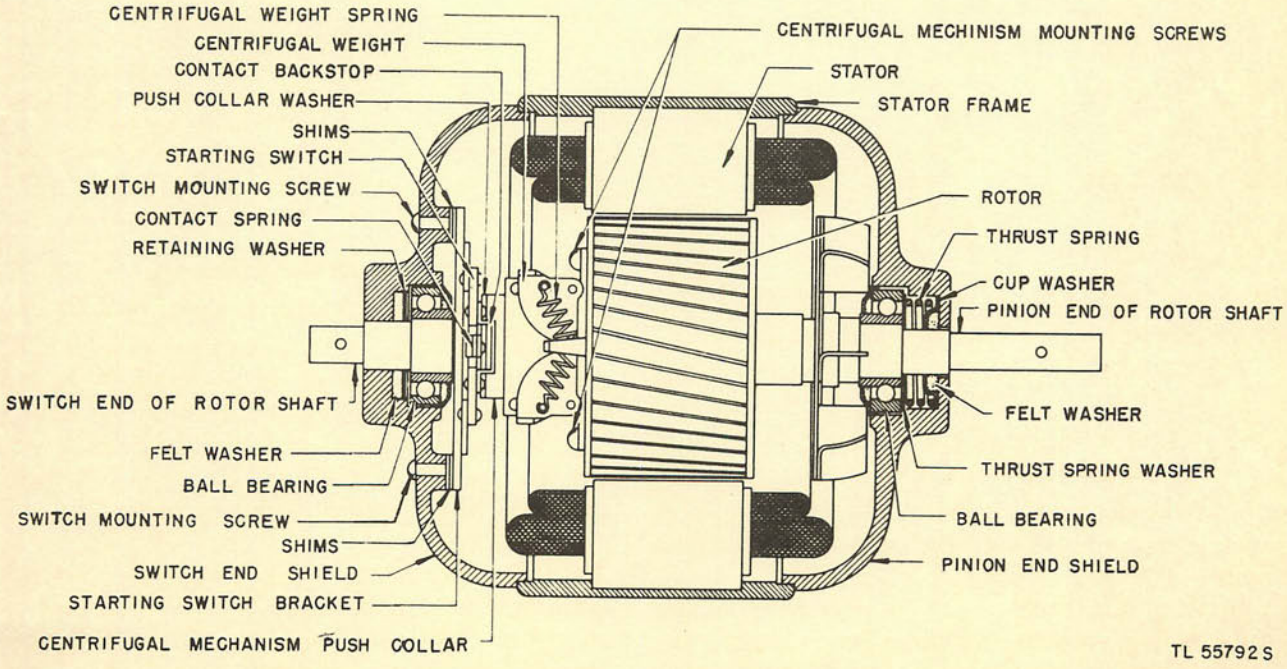


Figure 207. Cross-section of synchronous motor.