

CAUTION

If the two cylinders a36KB1 are positioned so that their pipes just meet the supply pipes from the piston block, the above dimensions should come correct. Do not force the cylinders or attempt to drive them to the right or left as this will injure the cylinders and loosen their pipes. If this adjustment is accurately made, the length of stroke of the rack c37KB1 will be correct. This point cannot be tested until the em rack a4KB1 is meshed with the teeth on the front end of the shaft a35KB2. (See adjustment for em rack.)

UNIT WHEEL PAWL ADJUSTING BAR

One Adjustment—position of the adjusting bar 39KB1.

OBJECT

That the downward movement of the unit wheel pawl a38KB1 shall be stopped by the bar 39KB1 instead of by striking the unit wheel b35KB1. This prevents the unit wheel b35KB1 from being hammered by the pawl a38KB1.

PROCEDURE

Turn off the air.

Adjust the position of the bar 39KB1, by means of the two nuts 39KB2, so that the upper end of the unit wheel pawl a38KB1 will strike against the lug on the bar 39KB1 before the

