shall be stopped by the abutment 30KB1 before the teeth of the rack d26KB1 bottom between the teeth of the unit wheel b35KB1. There must be the least possible amount of play between the teeth of the rack d26KB1 and the teeth of the unit wheel b35KB1.

To lower the abutment 30KB1, to move the rack away from the unit wheel, loosen the right screw 30KB2 and screw down the left screw 30KB2 until it is tight against the abutment and the abutment is tight against the right screw 30KB2.

To raise the abutment 30KB1, to bring the rack closer to the unit wheel, loosen the left screw 30KB2 and screw up the right screw 30KB2 until it is tight against the abutment and the abutment is tight against the left screw 30KB2.

Test this adjustment with both screws 30KB2 tight. The abutment 30KB1 will then be slightly bellied downward so that it acts as a spring abutment rather than as a solid abutment.

UNIT RACK ABUTMENT

One Adjustment—position of the abutment bracket d27KB5.

OBJECT

That the correct teeth of the unit rack d26KB1 shall mesh with the teeth of the unit wheel b35KB1 and mesh properly when the keyboard is being operated at any speed.

PRELIMINARY

Turn off the air.

See that the lowest tooth of the unit wheel pawl a38KB1 is seated opposite a graduate mark on the unit wheel b35KB1 and with the unit rack as far to the left as it will go in its slide, raise the slide by hand and mesh the unit rack with the unit wheel. In this position the first tooth at the right of the unit rack must mesh opposite a graduate mark on the unit wheel. If it does not do so, the three screws 27KB7 must be loosened and the bracket d27KB5 must be moved (first turning in, or out the stud 28KB1) until this is accomplished; that is, the lowest tooth of the unit wheel pawl must mesh opposite a graduate mark of the unit wheel and the first tooth at the right of the unit rack must mesh opposite a graduate mark of the unit wheel when both are in mesh with the unit wheel.