

PROCEDURE

First

Screw the rod 40KC1 out of the yoke 40KC2 until play disappears; continue for another half-turn, then tighten the lock nut 40KC3.

This adjustment gives full stroke to the piston a28KC3, and ensures that the piston will not hammer against the piston block plate 29KC2 at the top of its stroke.

Second

With air supply turned off depress the tension arm by forcing it down hard by pressure applied by one hand immediately over the yoke 40KC2. With the other hand screw down the large nut 40KC10 until there is $\frac{1}{84}$ " clearance between the unit wheel pawl latch 38KB6 and the unit rack slide shoe a29KB3. This clearance can be felt by pressing the unit wheel pawl a38KB1 upwards and releasing it alternately, whilst continuing to hold down the tension arm.

TENSION ARM CONNECTING ROD

One Adjustment—length of the connecting rod 38KC1.

OBJECT

That the unit rack d26KB1 shall move just far enough away from the unit wheel to have time to make its full return stroke to the left, and still be close enough to the unit wheel to mesh properly with it when the keyboard is operated at high speed.

PRELIMINARY

Turn on the air.

Take out the split pin 38KC5 nearest to the housing c18KC9 and remove the pin 38KC4, disconnecting the tension arm a18KC34.

Loosen the upper nut 38KC3.

See that the unit rack slide e29KB1 is in its lowest position.

PROCEDURE

Screw the upper yoke 38KC2 up or down on the rod 38KC1, until, when the yoke 38KC2 is again connected to the tension