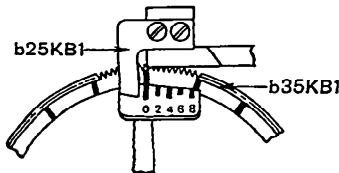


Depress the right end of the lever a24KB4 to raise the pawl a38KB1 out from mesh with the unit wheel, and holding it down turn the unit wheel b35KB1 in clockwise rotation as far as possible; that is, until the right driving rack piston 37KB2 comes



against the right cylinder head 36KB2. The pointer a4KB3 should now be 9 units to the left of the 65-em mark on the scale e9KB1, and the unit indicator b25KB1 should show that the unit wheel b35KB1 must revolve by the number of these spare units to bring it exactly to the 65-em marking.

It may be necessary to loosen the right driving cylinder a36KB1 and draw it slightly to the right to accomplish the above. But if found necessary to move it more than  $\frac{1}{16}$ " it shows that the adjustment of the driving cylinders was not correctly made.

### *Second*

#### OBJECT

That at the end of the travel of the em rack pointer a4KB3 to the right, the teeth of the pawl a38KB1 will mesh with the teeth of the unit wheel b35KB1 without dragging on either side.

#### PROCEDURE

Turn off the air.

Depress the right end of the lever a24KB4 to raise the pawl a38KB1 out from mesh with the unit wheel b35KB1. Turn the unit wheel b35KB1 in left-hand rotation until the em rack a4KB1 is at the extreme right end of its travel with the left driving rack piston 37KB2 against the left cylinder head abutment a36KB8 of the left driving cylinder a36KB1, and the em rack pointer a4KB3 registering 3 units beyond zero.

Loosen the screws 46KB3, thereby loosening the cap 46KB2. Slightly move the left cylinder a36KB1 until the teeth of the pawl a38KB1 mesh with the teeth of the unit wheel b35KB1 without dragging on either side.

Tighten the screws 46KB3.

Test to see that the adjustment holds.