link stops 4KC10 should be replaced and the special pistons, with narrow recesses 28KC5 placed in their respective holes. Carefully note that the tension arm piston a28KC3, with wide groove around its circumference, goes into the hole at the rear of piston block. The space switch piston 29KC9, which is made of brass and is smaller in diameter than other pistons, should be placed in the hole adjacent to the tension arm piston hole. Replace space switch piston spring 29KC10 and piston block plate 29KC2K and two screws 29KC4. (Note later that the brass piston 29KC9 functions freely). Insert the restoring piston 28KC2 in its bearing, and then re-assemble the paper feed piston link lever b4KC2K, links 4KC1, pins c4KC3, plate a4KC9 and washer 11KC6, and secure with nut 11KC5. Assemble the reversing valve lever bell crank link 36KC4, washer 37KC6 and nut 37KC5, and connect the springs 36KC5 and a36KC11.

(10) TO REPLACE PISTON LEVER BRACKET

Take the entire bracket, with the piston lever links 31KC14 hanging evenly downwards, and place the latter in their respective pistons. Connect the piston lever fulcrum rod bracket lever a31KC9 into piston block space switch valve plunger link 29KC13 in such a way that the link cannot become detached in operation, then tighten the four screws 31KC13. Replace the justifying space cut-out a16KA1, fitting it in the slot in operating rod guide block 16KA3, and placing the fulcrum rod bracket lever heel a31KC21 in the slot at its upper end.

(11) TO REPLACE UNIT WHEEL STANDARD (COMPLETE)

Before placing the standard in position, see that its base and seating on the machine are perfectly clean. Remove the abutment bracket d27KB5 by unscrewing the three screws 27KB7. Place the standard almost in position on the machine. Enter the tension arm connecting rod lever roller bearing 39KC10 into the tension arm connecting rod lever 39KC1K and slide the standard into position. Secure the standard with the four screws 46KB13 and replace the abutment bracket d27KB5 making certain that it rests against the adjusting stud 28KB1. The pipes a36KB4 should be brought into line with their unions by revolving the driving cylinder rings 36KB3 to