

Disconnect the air control valve pipe 58KB8 from the control valve body 58KB1, and fit it into the piston bracket cover a50KB2.

Disconnect the air pipe 58KB9 from the control valve body 58KB1 and screw it into the piston block with lock nut a27KC4 upon it, in place of the pipe a27KC1.

Remove the cylinder ring pipe a36KB4 from the ring 36KB3, and fit the pipe 58KB10 (with control valve body attached to it) into the ring 36KB3. Assemble the ring 36KB3 upon the driving cylinder a36KB1 and secure it in its approximate position with the head 36KB2.

Take out the actuating valve yoke split pin 51KB11.

Fit the attachment to the keyboard, in the same manner as the standard em rack slide b5KB1 is fitted, and tighten the two screws 5KB4.

Connect the three union nuts 58KB12 to the control valve body 58KB1, adjusting the position of the air pipe 58KB9 to suit the valve body 58KB1. Carefully tighten these union nuts 58KB12 and the pipe lock nuts (58KB13 and a27KC4), and take care that no strain is placed upon the attachment in doing so. Finally tighten the head 36KB2.

Fit the bell trip lever 3KB1 into the slot in the actuating valve yoke (bell trip) 51KB10 and replace the split pin 51KB11 to keep it there.

Replace the bell bracket b1KB2K and turn on the air supply.

Adjust the position of the operating plate adjusting screw 51KB8, in the slot of the operating plate 51KB7, after loosening the nut 51KB9, so that the bell will ring at the four ems position. With the air control valve opened, the shaft a53KB1 should feed on one position not later than three units after the bell rings. (This is set at our Works and should not need further attention.)

The bell trip lever 3KB1 must be perfectly free in the slot in the actuating valve yoke (bell trip) 51KB10, and the actuating valve a51KB1 must also be quite free. Congealed oil sometimes causes the latter to stick. A little benzine or "easing oil" applied to it will usually cure this trouble.

The stop disc a59KB1 is held in position by the key a59KB2. Its position may be quickly changed by depressing the right-hand end of the key a59KB2, and sliding the stop disc a59KB1 along the shaft to the right. Place the key a59KB2 in the