



WHEN ORDERING REPLACEMENTS, STATE SERIAL NUMBER AND SIZE STAMPED ON NAME PLATE OF MACHINE, AND DESIGNATE PART BY BOTH NAME AND NUMBER.

- | | | | |
|-----|-------------------------------|------|---|
| 723 | TIMER CAM | 782 | INCHING SELECTOR VALVE |
| 724 | TIMER BELL CRANK | 783 | VALVE CYLINDER HEAD GASKET |
| 725 | TIMER BELL CRANK FULCRUM PIN | 784 | FULCRUM CYLINDER BUSHING |
| 726 | LINK PIN | 785 | FULCRUM CYLINDER HEAD GASKET |
| 735 | CAM ROLLER | 786 | FULCRUM CYLINDER HEAD |
| 752 | VALVE CYLINDER HEAD | 787 | FULCRUM PIN BUSHING |
| 753 | VALVE BODY | 791 | 'O' RING |
| 767 | VALVE SLEEVE | 1710 | TIMER OPERATING ROD |
| 768 | VALVE POPPET | 1711 | TIMER OPER. ROD CONNECTING LINK (UPPER) |
| 769 | VALVE PISTON | 1712 | TIMER OPER. ROD CONNECTING LINK (LOWER) |
| 771 | VALVE PISTON RING | 1713 | TIMER OPER. ROD CONN. LINK BUSHING |
| 773 | VALVE POPPET SPRING | 1714 | TIMER CONNECTING LINK PIN (UPPER) |
| 774 | FULCRUM PLUNGER PISTON | 1715 | TIMER CONNECTING LINK PIN (LOWER) |
| 777 | FULCRUM PLUNGER PISTON RING | 1716 | TIMER ROLLER BELL CRANK |
| 779 | FULCRUM COUNTERBALANCE SPRING | 1717 | TIMER ROLLER BELL CRANK FULCRUM PIN |
| 780 | LINK | 1718 | TIMER ROLLER BELL CRANK BUSHING |
| 781 | TRUNNION NUT | 1719 | TIMER CAM CLAMP BOLT |

ADJUSTMENT

WITH HANDLE OF INCHING SELECTOR VALVE (782) SET FOR NORMAL INTERMITTENT OPERATION, DEPRESS FOOT VALVE TO 'ON', AND OBSERVE POSITION OF 'V' ON FULCRUM PLUNGER (774). ROTATE ECCENTRIC SHAFT UNTIL CAM ROLLER (735) IS ON HIGH PART OF TIMER CAM (723) AND AGAIN OBSERVE POSITION OF 'V'. IF THE HIGH PART OF THE TIMER CAM HAS MOVED 'V' ABOUT $\frac{1}{16}$, THE SETTING IS CORRECT. IF NOT, ADJUST THE TRUNNION NUT (781) ON STEM OF VALVE POPPET (768) TO OBTAIN THIS MOVEMENT, AND LOCK IN POSITION BY TIGHTENING THE SET SCREWS AGAINST THE NEAREST FLAT ON THE STEM. (BE CERTAIN TO TIGHTEN BOTH SET SCREW AND LOCKING SET SCREW). PROPER ADJUSTMENT CAN BE READILY OBSERVED WITH MACHINE IN NORMAL OPERATION.

TO CHANGE TIMING

IF MACHINE FAILS TO STOP ON TOP DEAD CENTER, THE TIMING MAY BE CHANGED AS FOLLOWS: LOOSEN CAM CLAMP BOLTS (1719). TO ADVANCE TIMING (TO STOP MACHINE EARLIER) ROTATE CAM CLOCKWISE. TO RETARD TIMING (TO STOP MACHINE LATER) ROTATE CAM COUNTERCLOCKWISE. IF MAXIMUM ADJUSTING OF TIMER CAM IN EITHER DIRECTION STILL FAILS TO STOP MACHINE ON TOP DEAD CENTER, ADJUST BRAKE SHOE LENGTH, OR BRAKE SPRING COMPRESSION.

TO 'INCH' MACHINE

TURN HANDLE OF INCHING SELECTOR VALVE (782) TO 'INCH' POSITION AND OPERATE MACHINE BY TREADLING FOOT VALVE WITH FLYWHEEL COASTING AT REDUCED SPEED.