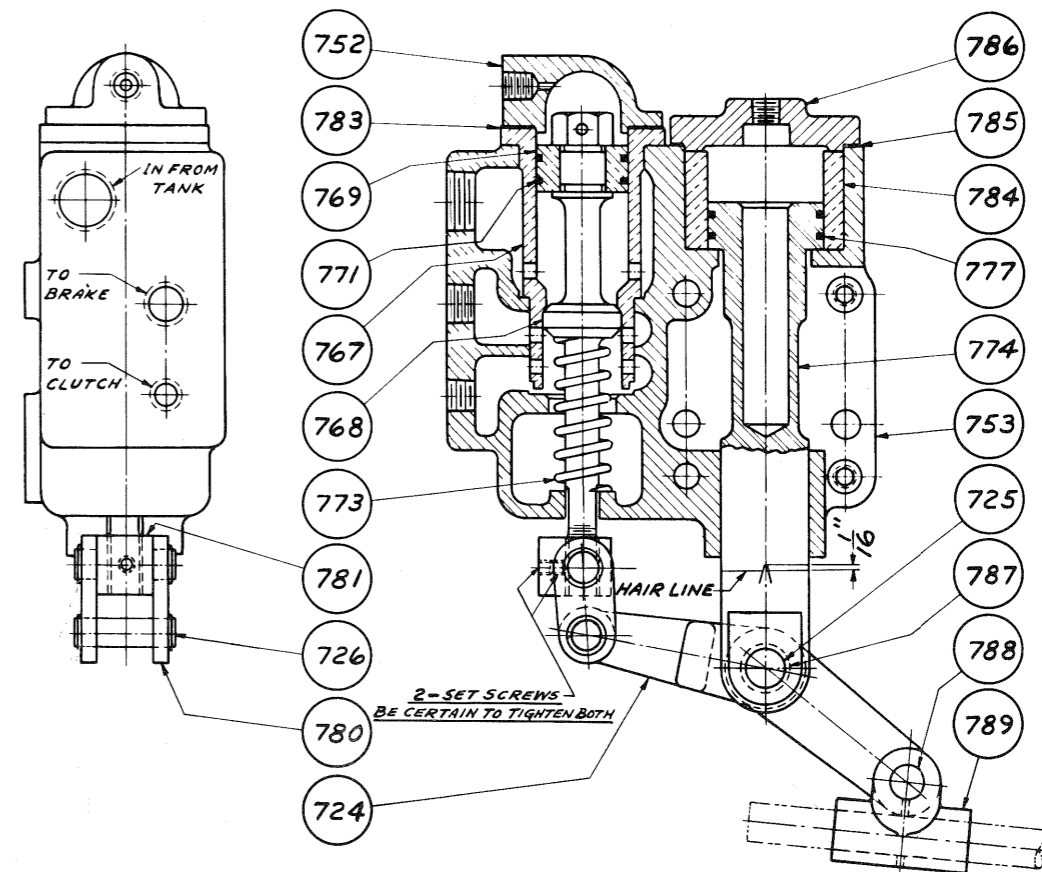


WHEN ORDERING REPLACEMENTS, STATE SERIAL NUMBER AND SIZE STAMPED ON NAME PLATE OF MACHINE, AND DESIGNATE PART BY BOTH NAME AND NUMBER.

- 723 TIMER CAM.
- 724 TIMER BELL CRANK.
- 725 CAM LEVER FULCRUM PIN.
- 726 LINK PIN.
- 735 CAM ROLLER AND BEARING ASSEMBLY.
- 736 CAM ROLLER PIN.
- 752 VALVE CYLINDER HEAD.
- 753 VALVE BODY.
- 767 VALVE SLEEVE.
- 768 VALVE POPPET.
- 769 VALVE PISTON.
- 771 VALVE PISTON RINGS.
- 773 VALVE POPPET SPRING.
- 774 FULCRUM PLUNGER PISTON.
- 777 FULCRUM PLUNGER PISTON RINGS.
- 780 LINKS.
- 781 TRUNNION NUT.

- 782 INCHING SELECTOR VALVE.
- 783 VALVE CYLINDER HEAD GASKET.
- 784 FULCRUM CYLINDER BUSHING.
- 785 FULCRUM CYLINDER HEAD GASKET.
- 786 FULCRUM CYLINDER HEAD.
- 787 FULCRUM PIN BUSHING.
- 788 SLIDE BLOCK PIN.
- 789 SLIDE BLOCK.
- 1700 CAM ROLLER CLAMP PLATES.
- 1701 TIMER OPERATING BAR.
- 1702 OPERATING BAR BELL CRANK.
- 1703 BELL CRANK FULCRUM PIN.
- 1704 BELL CRANK OPERATING BAR PIN.
- 1705 BELL CRANK ADJUSTING BAR PIN.
- 1706 TIMER ADJUSTING BAR.
- 1707 ADJUSTING BAR LOCK SCREW.
- 1708 TIMER CAM CAP SCREWS.



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 CRANKSHAFT 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 (723) 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:
1-TO ADVANCE TIMING (TO STOP MACHINE EARLIER), LOOSEN LOCK SCREW (1707) AND RAISE TIMER ADJUSTING BAR (1706).
2-TO RETARD TIMING (TO STOP MACHINE LATER), LOOSEN LOCK SCREW (1707) AND LOWER TIMER ADJUSTING BAR (1706).

IN THE EVENT THAT MAXIMUM ADJUSTING OF THE TIMER MECHANISM IN EITHER DIRECTION STILL FAILS TO STOP MACHINE ON TOP DEAD CENTER, ADJUST BRAKE BAND LENGTH, OR BRAKE SPRING COMPRESSION.

ADDITIONAL TAPPED HOLES ARE PROVIDED IN BOTTOM KNOCKOUT CAM (1401) TO ALLOW CHANGING THE SETTING OF TIMER CAM (723). TO OBTAIN THIS ADJUSTMENT SLIDE BRAKE DRUM (1101) AND BOTTOM KNOCKOUT CAM (1401) AWAY FROM BED SUFFICIENTLY TO ALLOW TIMER CAM CAP SCREWS (1708) TO BE BACKED UNTIL TIMER CAM (723) CAN BE ROTATED (CLOCKWISE TO ADVANCE TIMING, COUNTERCLOCKWISE TO RETARD TIMING). REPLACE TIMER CAM CAP SCREWS (1708), AND RETURN BOTTOM KNOCKOUT CAM (1401) AND BRAKE DRUM (1101) TO CORRECT LOCATION ON SHAFT. BE CERTAIN THAT THESE PARTS ARE DRIVEN TIGHT AGAINST SHAFT SHOULDER.

TO INCH MACHINE

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.