



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

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| 1301 RAM | 1321 RAM EXTENSION COVER PLATE |
| 1302 PITMAN | 1322 RAM EXTENSION SIDE LINERS |
| 1303 PITMAN CAP | 1323 RAM EXTENSION REAR LINERS |
| 1304 PITMAN BOLTS | 1324 FRAME REAR LINERS |
| 1305 PITMAN AND CRANKSHAFT BUSHING | 1325 FRAME SIDE LINERS |
| 1306 PITMAN WRIST PIN | 1327 FRONT GIBS-RIGHT AND LEFT HAND |
| 1307 PITMAN WRIST PIN BUSHINGS | 1328 FRONT GIB LINERS |
| 1308 RAM THRUST BUSHING | 1329 RIGHT SIDE LINER SCREWS |
| 1309 PITMAN KICKER LUG INSERT | 1330 LEFT SIDE LINER SCREWS |
| 1310 UPPER KNOCKOUT LEVER | 1333 KICKER PIN RETAINER |
| 1312 UPPER KNOCKOUT SPRING | 1350 UPPER KNOCKOUT SPRING ADJUSTER |
| 1313 UPPER KNOCKOUT LEVER FULCRUM PIN | 1351 LEVER BUSHING |
| 1314 UPPER KNOCKOUT DRIVE PIN | 1353 DRIVE PIN RETAINER |
| 1315 UPPER KNOCKOUT KICKER PIN | 1362 SPACER BLOCK |
| | 1366 SPRING GUARD |

ADJUSTMENT FOR SIDE WEAR

1. REMOVE GIBS (1327).
2. LOOSEN SCREWS (1329 & 1330) IN SIDE OF PRESS FRAME AND REMOVE LINERS (1325).
3. INSTALL SUITABLE SHIMS TO FIT BETWEEN THE LINER (1325) AND BED ALLOWING APPROX. .0006" PER INCH OF RAM WIDTH FOR RUNNING CLEARANCE AND REPLACE LINERS REVERSING THE ABOVE PROCEDURE.

ADJUSTMENT FOR FRONT TO BACK WEAR

4. REMOVE LINERS (1328) AND INSTALL SUITABLE SHIMS BETWEEN THEM AND FRONT GIBS (1327). ALSO REMOVE LINERS 1324 AND INSTALL SUITABLE SHIMS BETWEEN THEM AND FRAME. ALLOW OPERATING CLEARANCE OF APPROX. .0006" PER INCH OF RAM WIDTH.
5. TO COMPENSATE FOR FRONT TO BACK WEAR ON BEARING OF THE RAM EXTENSION, LINERS (1323) MAY BE REMOVED, AND SUITABLE SHIMS INSTALLED BETWEEN THEM AND THE FRAME, AND IF NECESSARY, REMOVE SHIMS OF THE PROPER THICKNESS FROM UNDER THE EXTENSION COVER PLATE (1321).

UPPER KNOCKOUT ADJUSTMENT

6. UPPER KNOCKOUT HAS BEEN SET FOR MAXIMUM STROKE OF KICKER PIN (1315). TO REDUCE THIS STROKE, THE KICKER PIN SHOULD BE REMOVED FROM THE RAM AND THE BOTTOM OF THE PIN CUT OFF TO SUIT THE REQUIRED STROKE.

CAUTION

NEVER INCREASE KICK BEYOND MAXIMUM STROKE (PER TOOL & DIE SPACE) SINCE THAT WILL CAUSE FAILURE IN UPPER KNOCKOUT MECHANISM.