RAM PARTS LIST
SHEET PF-7-C

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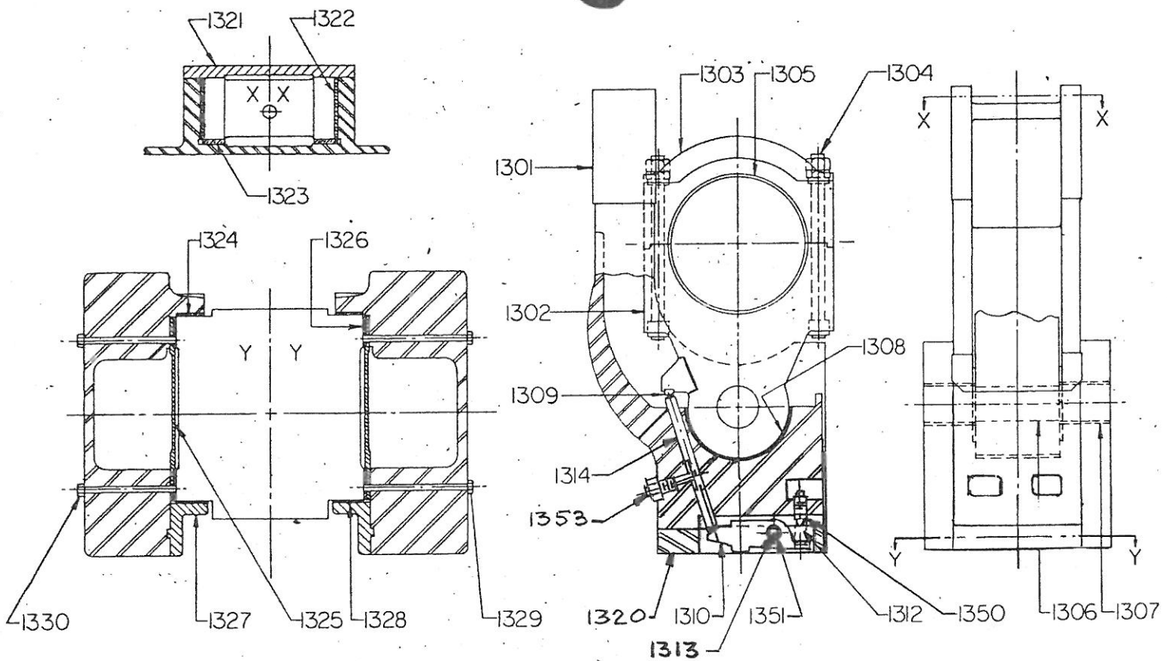

WHEN ORDERING REPLACEMENTS, STATE SERIAL NUMBER AND SIZE STAMPED ON NAME PLATE OF MACHINE AND DESIGNATE PART BY BOTH NAME AND NUMBER

1301 RAM
1302 PITMAN
1303 PITMAN CAP
1304 PITMAN BOLTS
1305 PITMAN AND CRANKSHAFT BUSHING
1306 PITMAN WRIST PIN
1307 PITMAN WRIST PIN BUSHINGS
1308 RAM THRUST BUSHING
1309 PITMAN KICKER LUG INSERTS
1310 UPPER KNOCKOUT LEVER
1312 UPPER KNOCKOUT SPRING
1313 UPPER KNOCKOUT LEVER FULCRUM PIN
1314 UPPER KNOCKOUT DRIVE PIN
1320 RAM PLATE
1321 RAM EXTENSION COVER PLATE
1322 RAM EXTENSION SIDE LINERS
1323 RAM EXTENSION REAR LINERS
1324 FRAME REAR LINERS
1325 FRAME SIDE LINERS
1326 FRAME SIDE LINER INSERTS
1327 FRONT GIBS - RIGHT AND LEFT HAND
1328 FRONT GIBS LINERS
1329 RIGHT SIDE LINER SCREWS
1330 LEFT SIDE LINER SCREWS
1350 UPPER KNOCKOUT SPRING ADJUSTER
1351 LEVER BUSHING
1353 DRIVE PIN RETAINER

THE AJAX MANUFACTURING COMPANY
CLEVELAND, OHIO 44117

RAM INSTRUCTIONS

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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 LINER INSERT (1326), ALLOWING APPROX. .0005" 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. .0005" 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. TO REDUCE THIS STROKE, MACHINE OFF PITMAN KICKER LUG INSERT (1309).

CAUTION

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

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