

REMOVAL OF BOTTOM K.O. MECHANISM

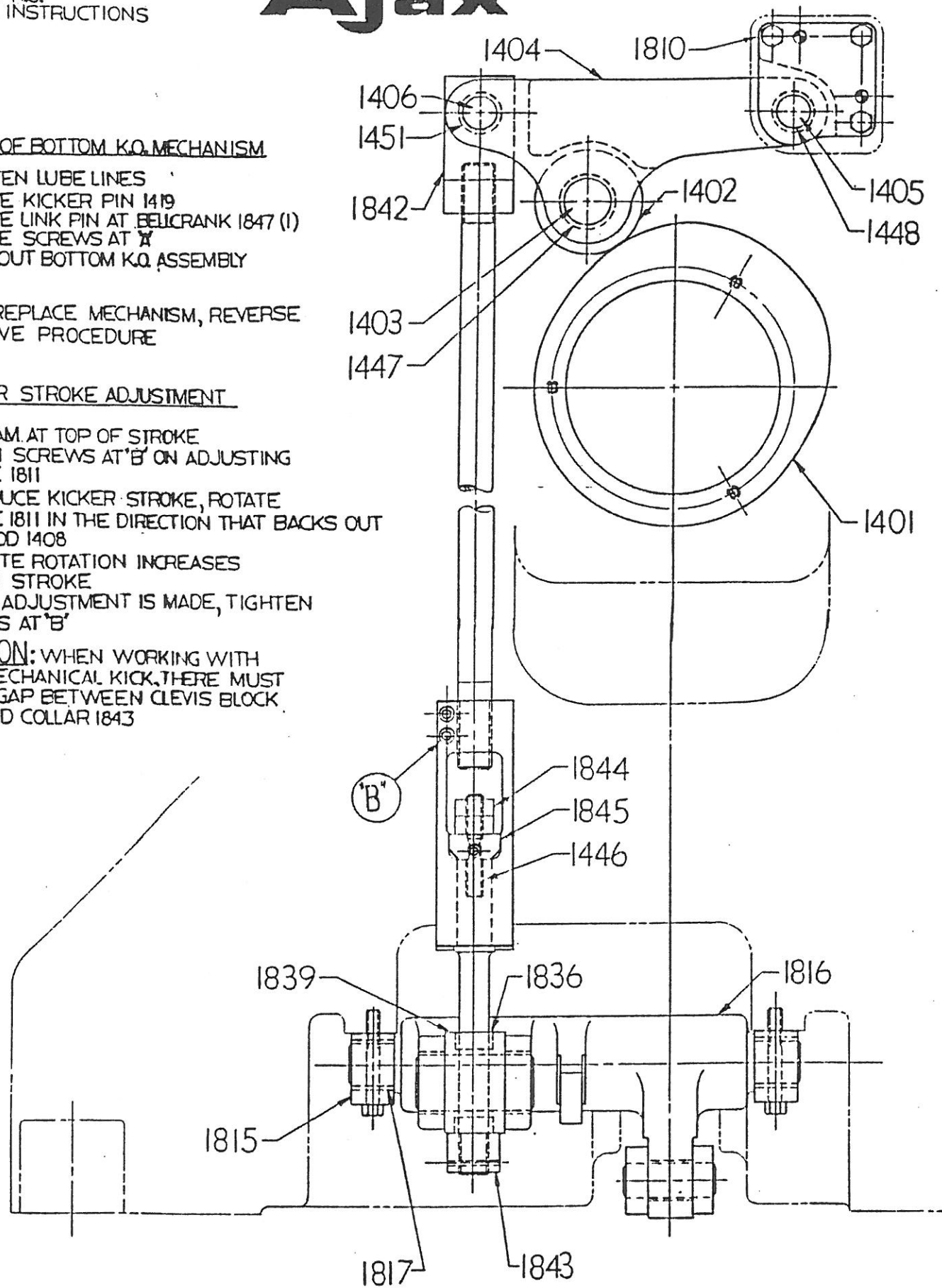
1. UNFASTEN LUBE LINES
2. REMOVE KICKER PIN 1419
3. REMOVE LINK PIN AT BELLCRANK 1847 (1)
4. REMOVE SCREWS AT 'X'
5. SLIDE OUT BOTTOM K.O. ASSEMBLY

NOTE
TO REPLACE MECHANISM, REVERSE THE ABOVE PROCEDURE

KICKER STROKE ADJUSTMENT

1. SET RAM AT TOP OF STROKE
2. LOOSEN SCREWS AT 'B' ON ADJUSTING SLEEVE 1811
3. TO REDUCE KICKER STROKE, ROTATE SLEEVE 1811 IN THE DIRECTION THAT BACKS OUT LIFT ROD 1408
OPPOSITE ROTATION INCREASES KICKER STROKE
4. AFTER ADJUSTMENT IS MADE, TIGHTEN SCREWS AT 'B'

CAUTION: WHEN WORKING WITH MAX. MECHANICAL KICK, THERE MUST BE .010 GAP BETWEEN CLEVIS BLOCK 1839 AND COLLAR 1843



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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|---------------------------------------|---------------------------------|
| 1401 CAM | 1817 BUSHING FOR BELLCRANK (2) |
| 1402 ROLLER FOR CAM | 1836 BUSHING FOR CLEVIS ROD (2) |
| 1403 PIN FOR CAM ROLLER | 1838 CLEVIS ROD |
| 1404 LEVER FOR CAM ROLLER | 1839 CLEVIS BLOCK |
| 1405 PIN FOR CAM ROLLER LEVER | 1840 CLEVIS PIN |
| 1406 PIN FOR LIFT ROD EYE | 1842 EYE FOR LIFT ROD |
| 1408 LIFT ROD | 1843 COLLAR FOR CLEVIS ROD |
| 1419 KICKER PIN | 1844 NUT FOR BREAKER BOLT (2) |
| 1446 BREAKER BOLT | 1845 SPACER FOR BREAKER BOLT |
| 1447 BUSHING FOR CAM ROLLER PIN | 1846 LINK |
| 1448 BUSHING FOR CAM ROLLER LEVER PIN | 1847 PIN FOR LINK (2) |
| 1451 BUSHING FOR LIFT ROD PIN | 1848 BUSHING FOR LINK PIN (2) |
| 1452 BUSHING FOR CLEVIS PIN | 1849 LEVER |
| 1810 SUPPORT FOR CAM ROLLER LEVER | 1850 PIN FOR LEVER |
| 1811 ADJUSTING SLEEVE | 1851 BUSHING FOR LEVER |
| 1815 MOUNTING BLOCK (2) | 1852 LEVER INSERT |
| 1816 BELLCRANK | 1853 LEVER BRACKET |

