

37 NONTYPING REPERFORATOR YRPE808 AND 809

DISASSEMBLY AND REASSEMBLY

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1. GENERAL

1.01 This section provides the disassembly and reassembly procedures for the major components of the late design 37 nontyping reperforator YRPE808 and 809 shown in Figures 1 and 2.

CAUTION: REMOVE ALL POWER FROM SET OR UNIT BEFORE REMOVING ANY COMPONENTS.

1.02 Photographs are used to identify the mechanisms and specific parts mentioned in the procedures. Refer to the appropriate parts section for drawings showing the location of all parts and mechanisms.

1.03 Refer to maintenance tools Section 570-005-800 for information on tools necessary to perform the disassembly and reassembly procedures.

1.04 Use maintenance pad TP124828 to protect furniture and floor coverings from oil, grease, and dirt, during the disassembly and reassembly of the nontyping reperforator.

1.05 Most maintenance, lubrication, and adjustments can be accomplished simply by removing the subject component from the cabinet. If possible, disassembly should be confined to subassemblies, which can, in some cases, be removed without disturbing adjustments. When reassembling the subassemblies, be sure to check all associated adjustments, clearances, and spring tensions.

1.06 References in the procedures to left or right, front or rear, etc, refer to the unit in a normal operating position with the punch block toward the front and the selector mechanism on the right.

1.07 If a part that is mounted on shims is removed, the number of shims used at each of its mounting screws should be noted so that the same shim pile-up can be replaced when the part is remounted.

1.08 Retaining rings are made of spring steel and have a tendency to release suddenly on removal. To minimize loss of these retainers, use the following removal procedures:

(1) Hold the retainer in one hand to prevent it from rotating.

(2) Place the blade of the screwdriver in one of the slots of the retainer.

(3) Rotate the screwdriver in a direction to increase the diameter of the retainer, allowing easy removal of the retainer.

1.09 Avoid the loss of springs in disassembly by holding one spring loop with one hand while gently removing the opposite loop with a spring hook. Do not stretch or distort springs.

1.10 All damaged, worn, or distorted parts should be replaced if encountered in the disassembly and reassembly procedures.

1.11 Refer to Section 574-329-701 for nontyping reperforator lubrication information, before placing unit back in service. Make a visual inspection of the unit for general lubrication requirements. Check oil locations on felt washers, oil cups, and in locations where parts rub or move with respect to each other. Apply grease to gears, rollers, points of heavy pressure, and on some ball bearings.

(Right Front View)

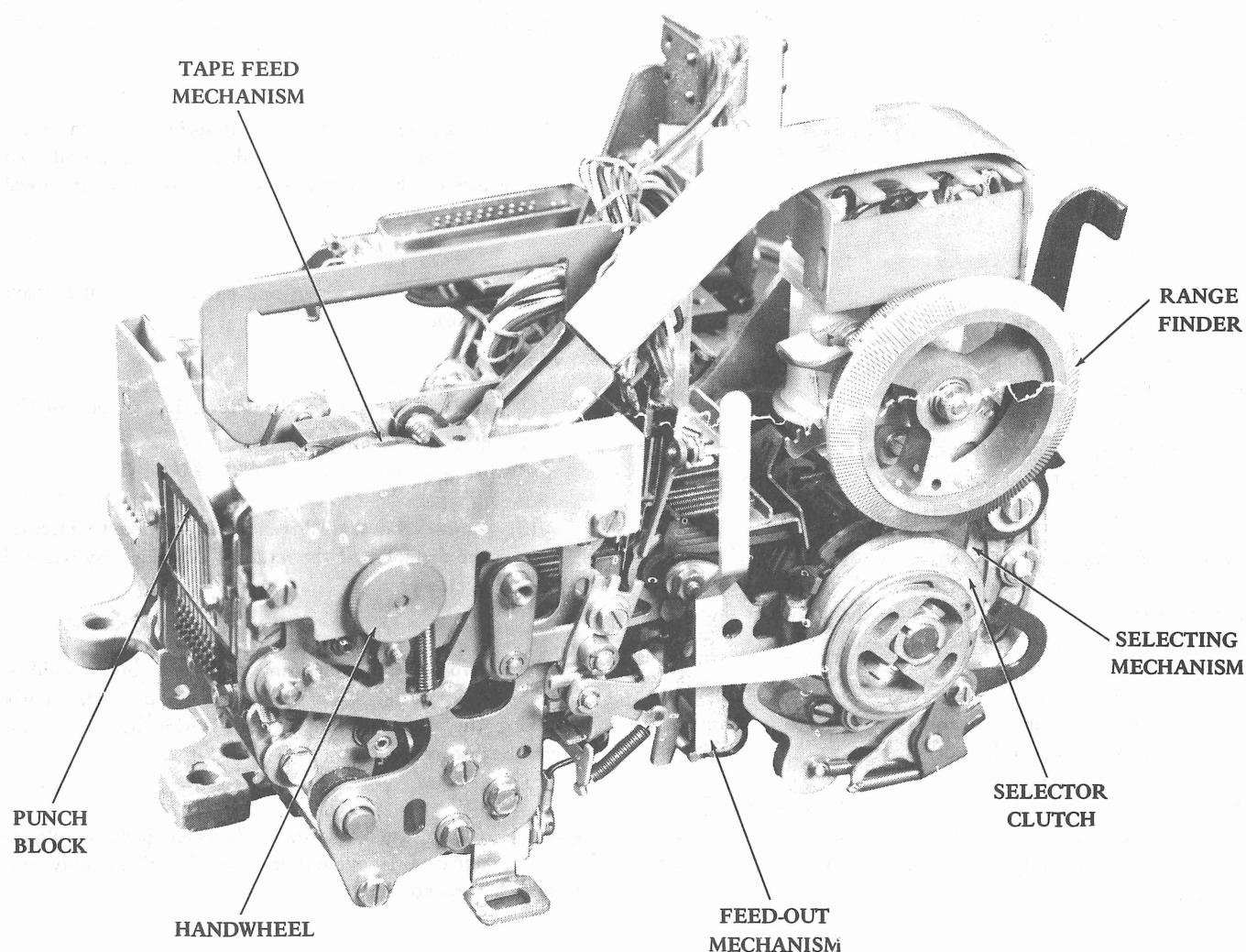
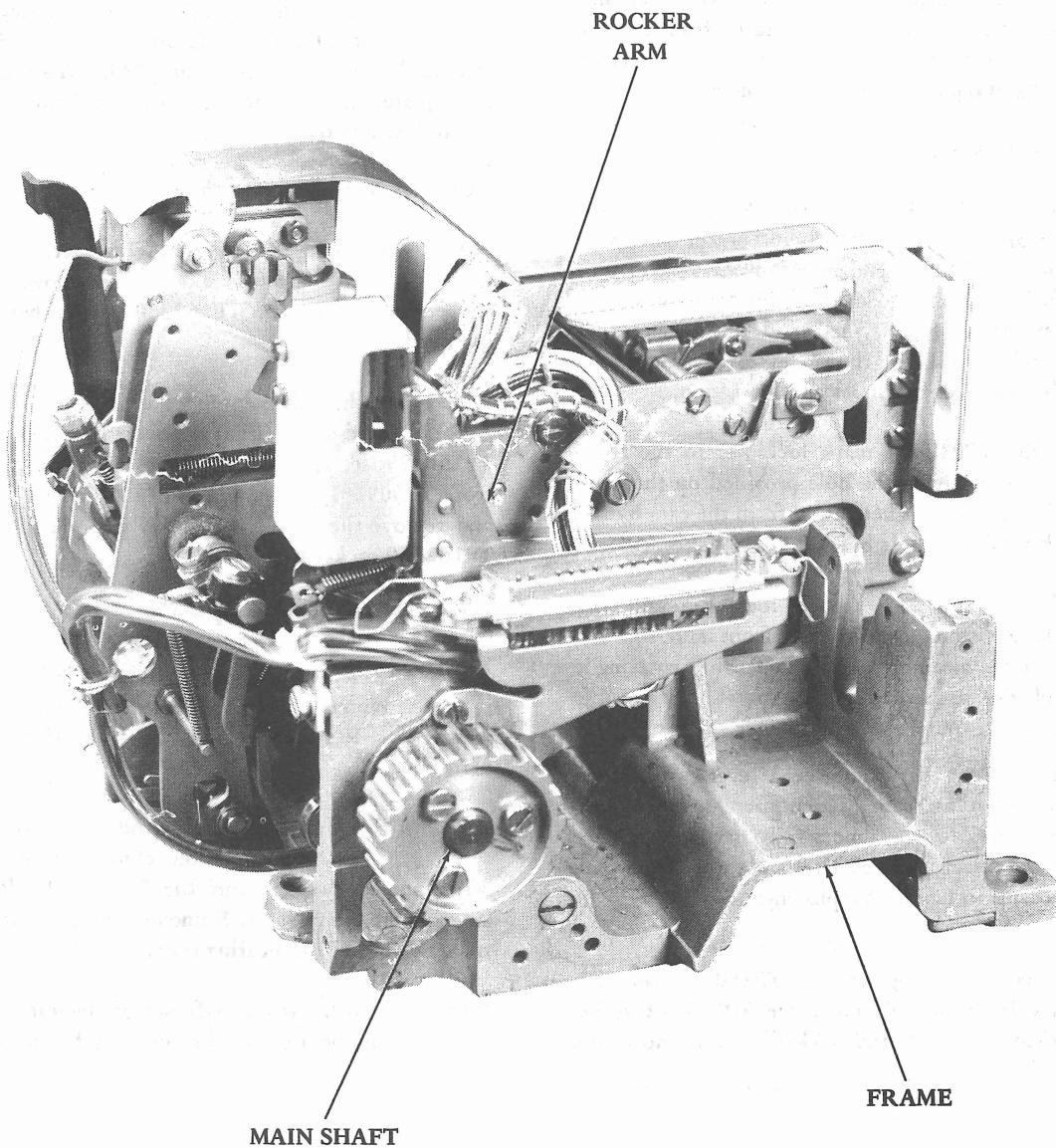


Figure 1 - 37 Nontyping Reperforator



(Left Rear View)

Figure 2 - 37 Nontyping Reperforator

2. DISASSEMBLY AND REASSEMBLY

2.01 In removing a subassembly from the unit, the procedure followed and the location from which parts are removed must be carefully noted so that reassembly can be done correctly. Where no specific instructions are given for reassembly, reverse the procedure used in removing it.

2.02 Unplug the connecting cable at the rear of the unit. Remove the nontyping reperforator from its base according to the instructions in the appropriate section covering removal and replacement of components.

SELECTOR MECHANISM

2.03 Loosen the TP3598 nut on the TP150001 selector clutch drum. Slide the TP159960 power backspace eccentric off the clutch drum and move toward rear of unit to disengage fork from backspace mechanism. Remove the nut, lockwasher, screw, lockwasher, and flat washer that secure the clutch drum to the main shaft. Place the TP306118 push lever reset bail in its raised position.

2.04 Push the TP312924 mark locklever to the front and insert a pin in the hole provided on the lever extension, so that the lever is held away from the cam by the TP306115 mark locklever guide bracket.

2.05 Hold the TP312974 space locklever and the TP306127 start lever to the front and slip the TP306300 cam sleeve assembly off the shaft while rotating it in a counterclockwise direction.

Note: To replace the cam sleeve reverse the above steps, but still rotate cam in a counterclockwise direction. When the sleeve is almost fully in place, pull the trip lever and selector clutch latchlever away from their respective cams to facilitate replacement.

2.06 Unhook the spring on the TP150355 function clutch latchlever. Remove the TP156472 spring post by removing its nut and lockwasher. Remove the

TP151442 selector backplate screw. Remove the TP153538 screw and its associated lockwasher and flat washer that mounts the front leg of the tape platform. The selector mechanism can now be taken off.

PERFORATOR MECHANISM

2.07 Remove the spring from the TP192709 perforator drive link and the TP170211 rocker arm.

2.08 Remove the TP76422 trip lever spring. Remove the two TP151442 mounting screws and one TP1248 flat head screw that fasten the TP324314 rear plate to the main plate. Remove the perforator mechanism, being careful not to lose any of the spacers.

ROCKER BAIL ASSEMBLY

2.09 Remove the nut, lockwasher, and TP334854 adjusting lever guide, then remove the TP156366 rocker bail shaft. The TP162350 rocker bail can now be removed.

2.10 If the unit is equipped with manual interfering tape feed-out, first remove TP41382 spring from TP158999 spring post. Remove TP119652 retaining ring from TP309191 post. Slide TP321056 lever off post. Loosen and remove the TP156366 rocker bail shaft and remove the TP162350 rocker bail.

MAIN SHAFT ASSEMBLY

2.11 Remove the spring from the TP150355 function clutch latchlever. Remove the retaining ring, spring washer, and flat washers from the right end of the TP324235 main shaft.

2.12 Remove the screw and lockwasher from the TP150000 function clutch drum. Remove the screw and lockwasher from the TP173340 collar on the left side of the main shaft. Remove the screw and lockwasher from the TP158745 bearing clamp.

2.13 Pull the main shaft out of the left side of the unit, sliding it out of the clutch and cam assemblies.