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PROCEDURE FOR TIMING THE OVERHEAD PULLOUT HOLDOUT DEVICE

If the chains connecting to the Ball Sprocket – (W210) Ball Sprocket Chain or the Multiplying Sprocket – (W231) Cable Block Chain are disconnected for any reason, ***unit must be re-timed before being used.***

To test the pullout device for proper timing, turn the (W238) adjusting crank clockwise all the way in as far as it can go. Next, using $\frac{3}{4}$ " wrench on hex of ram attachment, tension ram chain until unit goes into "dwell" (the point at which further shortening of the chain moves only the sprocket to which the chain is attached, not the adjacent one). At this point the (W244) cableblock should be within $\frac{1}{2}$ " of the (W242) front bumper.

If the cableblock stops short of this point, or comes up to the bumper and hits solid, with no further movement of the chain possible, then the device is out of time, and should be re-timed as follows: (the following will also apply if installing a new chain).

1. As before, turn (W238) control crank clockwise all the way in.
2. Set mechanism on "dwell" as explained above.
3. Detach (W270) cableblock chain from back of cableblock, but leave attached to front (end toward press). Remove the chain from (W231) multiplying sprocket (54 tooth, 35 chain), and let it hang beside it.
4. Locate cableblock as far forward as it will go (toward press).
5. Pull top side of multiplying sprocket toward cableblock, to take out backlash.
6. Install chain around multiplying sprocket, bring chain around (W249) idler sprocket, and attach to rear of cableblock. Be sure chain is securely attached at both ends of cableblock, with plate and spring clip in good condition and secure.
7. If cableblock presses against (W242) rubber bumper, move chain back one tooth on multiplying sprocket.
8. Adjust tension on cableblock chain by loosening the rail clamps that hold the (W247) idler assembly and the $\frac{1}{2}$ -20 thread nuts on the (W239) guide rod. Use the guide rod to move the idler assembly back until the chain has proper tension (see Item 8, Preventative Maintenance Inspection Report, Form IR-O). Too loose a chain may possibly come off the sprocket accidentally; too tight a chain may distort the guide rod enough to keep the cableblock from working freely back and forth.