STITCHERS FOR SPAM SOLDIER
185H84 - OPEN TYPE
185H91 - POCKET TYPE (NORMALLY USED)

INSTRUCTIONS AND PARTS LIST

FOR

BOSTITCH®

H, J AND R SERIES STITCHERS

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IDEAL STITCHER COMPANY
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2323 N. Knox Avenue
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Phone 773-486-4141 Fax 773-486-4812

INSTALLATION, ADJUSTMENT AND MAINTENANCE

of

BOSTITCH BOX STITCHERS

NOTE: This book does not include head instructions. It should be used in conjunction with "Instructions and Parts List for Bliss Heads".

1. INTRODUCTION

A Wire Stitcher, like any other machine, will give satisfactory results to its owner only if properly installed, regularly lubricated, intelligently adjusted, and carefully maintained. Moving parts will wear in time and require replacement, while others may break through accident. Trained service men are available but not always to be had at a moment's notice; and a knowledge of the functions of the more important parts of a stitcher is therefore most desirable for every person responsible for its operation in order to know what to do in case of trouble.

We have, therefore, gathered together the combined experience of our experts in this line and have attempted to present the information in a manner that will make it quickly available and readily understood.

We would urge, however, in any case of serious difficulty that you notify our nearest sales office, sending samples of the defective work and describing the trouble in detail, so as to obtain the benefit of their experience in arriving at the proper solution. Be sure to report the serial number and model of the machine when corresponding in regard to equipment, so that same may be identified quickly.

2. INSTALLATION

Any machine can be seriously damaged during its installation if it is not properly set up, and we recommend close adherence to the following procedure:

a) After uncrating machine, examine carefully for any breakage in transit. If such be found, do not attempt to run machine but report at once to the selling agent. If service man is present, let him examine machine and then report to the manufacturer.

b) For Gear Drive:-
See that motor is free to revolve when large gear wheel is turned by hand. If tight, clutch may be engaged, in which case shaft will turn also. Turning gear wheel one revolution will release clutch. If still tight, loosen motor plate screws, raise motor slightly and then tighten screws again.

c) For Gear Drive:-
See that motor plate is level and that the teeth in the pinion and gear mesh completely and are parallel. If this is not the condition, raise or lower front of motor platform, and also adjust as to position, until teeth are parallel and completely in mesh, but not tightly bottomed. The most frequent cause of noise in the operation of a gear drive stitcher is incorrect meshing of the gears.

d) For V Belt:-
See that motor is free to revolve when large pulley is turned by hand. Be sure that the V Belts are under proper tension; lowering motor platform slightly if too tight or raising it if belts run loose. After any adjustment, see that motor plate screws are tight.

e) Examine name plate on motor and see that its specifications are the same as those of the power to be used. If not, do not attempt to operate the machine.

f) Place the machine on a level floor, using shims under base if necessary to prevent any movement or rocking.

g) Lower clincher arm so that clincher is at least 2" below the stitcher head, using the clincher arm adjusting screw.

h) Insert foot pedal bar through hole in the pivot shaft and lock in place with about 4" of the bar behind the pivot shaft.

i) Be sure that the machine is oiled thoroughly at all points before operating. See Section 3 for directions and list of points.

j) Connect motor cord to power outlet and start motor running. See that it runs freely, without undue noise, and that the large pulley or large gear rotates clockwise as viewed from the front of the machine. Should it rotate counter-clockwise, motor wiring should be re-connected by an electrician in order to reverse direction of rotation.

k) Push down foot pedal and thus start machine operating, starting and stopping several times. On gear drive stitchers, if clutch trip bar does not work freely when foot pedal is depressed, it may be because of paint between the bar and the hole in which it works. Oil thoroughly around top of bar where it projects through the casting and then work foot pedal up and down until free.

Note:--Always push foot pedal down until it stops and hold it there as long as machine is operating. When stopping, remove foot quickly so that pedal will come entirely up. Do not ride pedal with the foot as this will cause clutch to slip and will injure clutch knock-out mechanism.

l) Stop motor and turn gear wheel or pulley by hand in a clockwise direction with foot pedal down until driver is at lowest point.

m) Hold pieces of stock to be stitched (using thickness that is to be used) under driver when in lowest position and then raise clincher arm by means of clincher arm adjusting screw until stock is just tightly held, then lock nut on adjusting screw.

n) Place a spool of wire of proper size on the spool-holder, the wire leading to the left from top of spool, and then tighten spool-holder nut just enough to give a slight drag to the rotation of spool and prevent the wire uncoiling. Cut binding wires on wire coil and bend same back over edge of spool, holding free end of wire in the hand to prevent unwinding and tangling. Cut off bent and twisted end of the wire, using hand cutter on stitcher head, and then straighten out about 6" by drawing through the fingers. The end of the wire to be inserted in machine must be just as straight as possible.

Open wire feed gears by raising wire feed idler gear throw-out handle and insert end of wire through eye on upper end of the spring wire guide. Enter the end of the wire into the upper wire tube and push down between the wire feed gears, through the lower wire tube and then between wire straightener rolls. Push it into the hole in the stationary knife, raising the end of the wire slightly if necessary for proper entrance, then turn down the handle, thus engaging the feed gears.

CAUTION:--Never operate machine with wire feeding and with no board above clincher. Serious damage may result from this too frequent practice.

o) Start motor and drive single stitches in board and if necessary adjust clincher height to get desired tightness of clinching.

p) Adjust for proper length of wire by loosening wire feed guard screw and moving wire feed guard casting to right or left along gauge on upper part of head casting. Moving to left reduces wire draw while moving to right increases it. When set at mark "0" head will draw one inch of wire and each mark indicates an additional 1/8" in length. When proper length of wire is being drawn, tighten lock screw in place firmly.

q) Drive several rows of stitches in board to be used, examining crown and legs for proper appearance. If not satisfactory, then adjust machine in accordance with directions given hereafter.

3. LUBRICATION

Every Bliss Stitcher should be oiled at least daily at the following points, and if machine is in constant use, twice daily. The oil holes or cups are easily found on stitcher head and body and are marked and numbered on the photographs at the end of this Manual. A heavy type oil should be used for the former, drive bar and cam. A light machine oil should be used for remainder of head. See INSTRUCTIONS AND PARTS LIST FOR BLISS HEADS for additional instructions on lubrication of Head.

1. Former slide, drive bar and other internal parts, due to the splashing of oil.

2. Rocker arm and slide.

3. Main cam.

4. Drive shaft.

5. Stud on 67-H.

6. Drive shaft. (Located at rear of body).

7. Main cam.

In addition to the above oil holes and oil cups on the machine, the following points should have a few drops of oil applied regularly:

8. Clutch trip bar 169-H2 and button 170H2 (gear drive).

9. Clutch trip bar spring 171-H (Gear drive).

10. Clutch trip bar spring 171-H2 (Old style V belt drive).

11. Spool holder spindle.

12. Foot pedal housing.

13. Pulley washer 18281CA (V belt drive).

Use only a few drops of oil on interior head parts above mentioned since these are supposed to be thoroughly lubricated by the splash of oil coming from oil holes (1) to (5).

CAUTION:--For Gear Drive only.

Never allow any oil to get on clutch plates since if this happens they will slip and machine will repeat. If any oil does get on the clutch plates, it is necessary that they be removed and cleaned with gasoline. To do this, it is only necessary to remove the gear guard, drive the taper pin out of the hole in the end of the gear hub and shaft and slip the whole gear with the clutch plates off the shaft. Be sure clutch throwout button is engaged before removing taper pin, and under no conditions trip foot pedal until clutch has been replaced. The clutch mechanism contains a heavy spring and if foot pedal is tripped, clutch sleeve may be suddenly forced off the shaft with danger to repair man as well as to parts themselves.

4. ADJUSTMENT AND MAINTENANCE

The following paragraphs cover briefly the various functions and operating parts of a Stitcher and also give the proper methods of adjustment and replacement of parts. These should be read in conjunction with the photographs on pages 12 and 13 on which arrows point to the various parts showing their location and giving the names and numbers. Pages 14, 15 and 20 also show sketches of the various body parts again giving numbers.

1. Wire spool Tension:--This should be adjusted by means of adjusting nut (94H3) so that the spool just drags on the support. If it is too tight, the wire will bind and catch between the coils and thus may cause uneven staple legs. If too loose, the spool may unwind, causing snags in the wire.

2. Clincher:
The clincher comprises a double grooved block set in clincher arm or blade anvil. The grooves must be centered with the driver, otherwise one leg of stitch may not clinch. To adjust, turn machine over by hand until driver is at its lowest position, when the setting can be easily seen. If not in line. the clincher arm or blade anvil can be moved to right or left slightly, by means of adjusting screws.

The clincher height must be adjusted to give proper compression on the stock. If too loose, result will be a loose clinch, while if too tight, work may be damaged or machine may jam altogether. If the latter happens, shut off power at once (or the motor may burn out), then turn over by hand to release.

For best results in stitching the compression should be such that the former ends very slightly indent the top of the work.

The clincher should be replaced when grooves have been worn into the surface, otherwise a tight clinch cannot be obtained without undue compression.

It is highly essential that clinchers of proper width be used, this being referred to by inside crown size such as 7/16" or 3/8", and must be the same size as on formers and drivers.

Clincher must be level and parallel with the bottom ends of the formers or result will be an uneven clinch. To remedy, loosen clincher holding screw, shim up the clincher on one side to the proper point and then re-tighten the screw.

3. Clutch:--Gear Drive only.
This is a dry disk clutch comprising two steel and three moulded asbestos plates. These plates must be kept clean and free of oil, otherwise machine may repeat. To clean; drive out the taper pin in the main gear hub, remove collar and gear from shaft, take off plates and clean thoroughly with gasoline. When removing clutch follow directions on page 6. Then when dry, replace. If too much oil is run into the drive gear oil hole (6), it may get through onto the plates because the felt washer may be worn and let the oil by.

4. Clutch Knock-out Button and Throw-out Piece:--Gear Drive only.
When in non-operating position, the button (170-H2) is in contact with throw out piece (168-H) which moves away from the gear wheel and disengages the clutch plates. When foot pedal is depressed, knock-out button is lowered and clutch collar moves out, thus engaging plates and causing machine to operate.

   a. Clutch knock-out button (170-H2) is mounted on top of the trip bar (169-H2) and held by means of a set-screw and lock-nut. The button is flattened on two sides and when one surface is worn, can be reversed. To remove, loosen set-screw with trip rod at its lowest position and then pry down spring (171-H) until button can be removed.

   b. Clutch throw-out piece (168-H) is mounted on clutch collar (166-H6) by two screws; one side is beveled, and this strikes against the knock out button. This part gradually wears and eventually must be replaced.

NOTE:--One of the most frequent causes of trouble with the clutch knock out mechanism is because operators will ride the foot pedal, not letting it come up completely, thus causing button throw-out piece to wear and eventually allowing machine to repeat. If you find that the worn place on the clutch throw-out piece comes up only 1/16" to 1/8", instead of along the whole surface, it is an indication that the operator is riding the foot pedal.

c. Trip Bar Spring (171-H) Gear Drive.
This is in back of the machine in a recess in the casting, and is adjusted by means of an adjusting screw, slotted at the bottom end, and locked in place by means of a set screw. In the normal setting of this spring, lugs (336-H and 335-H) are about 1/4" apart. When operating at high rates of speed or when the spring loses its tension, the distance between the lugs (and thus the tension) should be increased. If the spring is too tight, the machine will trip hard, while if it is too loose it may repeat.

5. Clutch--V Belt Drive:-(See page 13).

This type clutch should be oiled frequently with light machine oil. Never let clutch run dry. Oil by means of ball oiler in collar (18281CA) at end of shaft. Also put a few drops of oil into the clutch band and brake band occasionally. If clutch hesitates on picking up, turn brake adjusting screw clockwise about 1/4 to 1/2 turn.

Be sure, however, that clutch band does not slip when under load. If clutch repeats, the brake adjusting screw should be backed out until such action is eliminated. If clutch slips, back out clutch adjusting screw until clutch carries a full load, screw in clutch band lock screw until head touches band - then back off 2 turns. Be sure, however, that brake band is free when clutch band is in operation.

NOTE:--Proper action of clutch and brake is as follows: When clutch band engages, brake band should be free. When clutch is disengaged, brake band should be tight and clutch band free. When pulley or brake band wear beyond point of contact, replace pins 2347 with pins 2347A, or in case of extreme wear replace with 2347B.

PROPER ADJUSTMENT OF CLUTCH AND BRAKE BANDS

If it should become necessary to readjust the clutch, the following instructions should be adhered to:

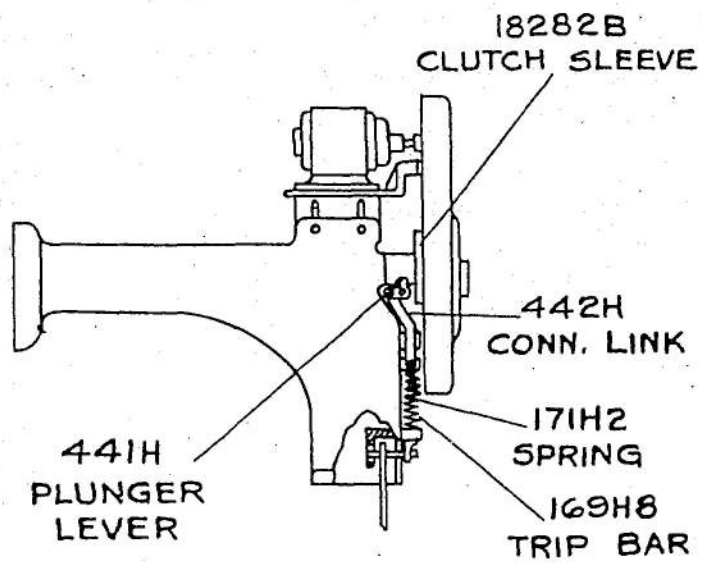
With the power off, depress the foot pedal and rotate drive pulley by hand in direction as indicated by arrow on pulley, checking to be sure there is 1/8 to 3/16 free movement between the Clutch Pawl 456H2 and Clutch Sleeve 18282E, as indicated in diagram on page 13. To obtain the 1/8 to 3/16 free movement between the Clutch Pawl and Clutch Sleeve, adjust the clutch band adjusting screw 2340B in Clutch Band 446H3.

With power turned on, actuate the foot pedal. When the foot pedal is released, the Clutch Sleeve should stop with hole "A" in outside surface approximately horizontal to the floor. (Refer to diagram page 13). If the sleeve does not stop in position as indicated above, adjust the brake band adjusting screw 2340B until hole is approximately horizontal to floor.

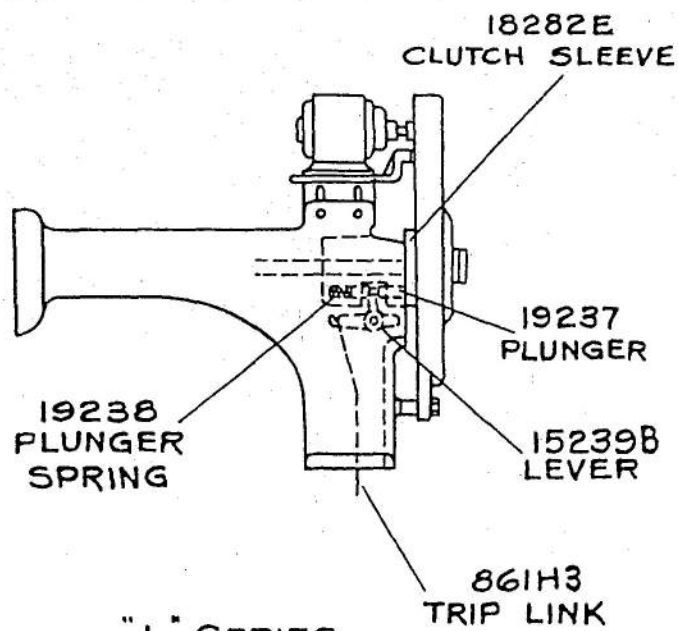
Note: In the course of adjusting the brake band, check occasionally to be sure the 1/8 - 3/16 free movement between the Clutch Pawl and Clutch Sleeve is maintained.

Trip Arrangements for V Belt Models: -

There are two types of trip arrangements on V belt Model Stitchers. When referring to such models, the correct style on hand may be determined by the diagrams below. The action of the trip is as follows: When the foot pedal is depressed, the stop plunger moves out thus engaging the clutch for operating. As the foot pedal is released the stop plunger is thrown against the clutch sleeve disengaging the clutch and stopping the stitcher. Keep all moving parts well oiled.



"K" SERIES



"L" SERIES

6. Foot Pedal:--
If the pedal should strike the floor before the clutch releases, partially up-end machine and adjust set screw on part 157H3, 157H6A or 157J2A until the clutch releases just before the pedal strikes the floor. Pedal should be set as low as possible without striking the floor for the comfort of the operator.

7. To remove Complete Head:--
It is only necessary to remove the three head screws shown on the print and take off the head. To replace the head, have the machine in stop position. Insert the pin on the drive bar link in hole (A) in cam, and then move the head slightly until the cam roller drops into groove (B) in cam. Then move into position until the dowels in the head engage in holes (C) and (D) in the body and replace the holding screws.

The above covers the most frequently required adjustments on the stitcher and driving mechanism in all Bliss Stitchers. It also covers the adjustment of a box or a blade anvil clincher arm.

8. Stitching Wire:--

a. It is essential that a suitable size of stitching wire be employed for the work at hand. If wire is too light, it will buckle and will not penetrate the stock.

b. Wire must be of good quality and of proper hardness, otherwise it will bend or buckle.

c. Wire must not be over-size or it will stick in the formers and driver and refuse to feed.

d. Wire must be clean, without rough edges. The latter will wear the wire tubes and former grooves unduly. Some coated wire flakes off particles, which collect in the wire tubes and may even clog them completely, in which case they should be removed and cleaned by inserting a piece of round wire and pushing out the plug.

9. Stock to be Stitched:--
The stock being stitched must be within the capacity of the machine, both as to thickness and hardness. With very tough stock, it is not possible to stitch as great a thickness as when soft. When attaching metal to fibre

or wood, a heavy wire such as #18 or #18 x 20 must be used. A special Metal Stitcher is now available for all work of this heavier type.

10. Speed:--
Do not speed up the machine faster than an operator can feed stock to it. Excessive speed does not increase output but does greatly increase wear of parts. (In the case of gear drive stitchers, a 26-tooth pinion will drive the stitcher head 244 RPM (using a 1725 RPM motor) which is as fast as the average girl can feed and move the stock). The machine will function at speeds up to 400 RPM but this is not recommended except in special cases.

When changing pinions to increase speed on gear drives, remove the gear guard first. Be sure to change the level of the motor plates so that the pinion completely meshes with the gear, with teeth parallel and not binding.

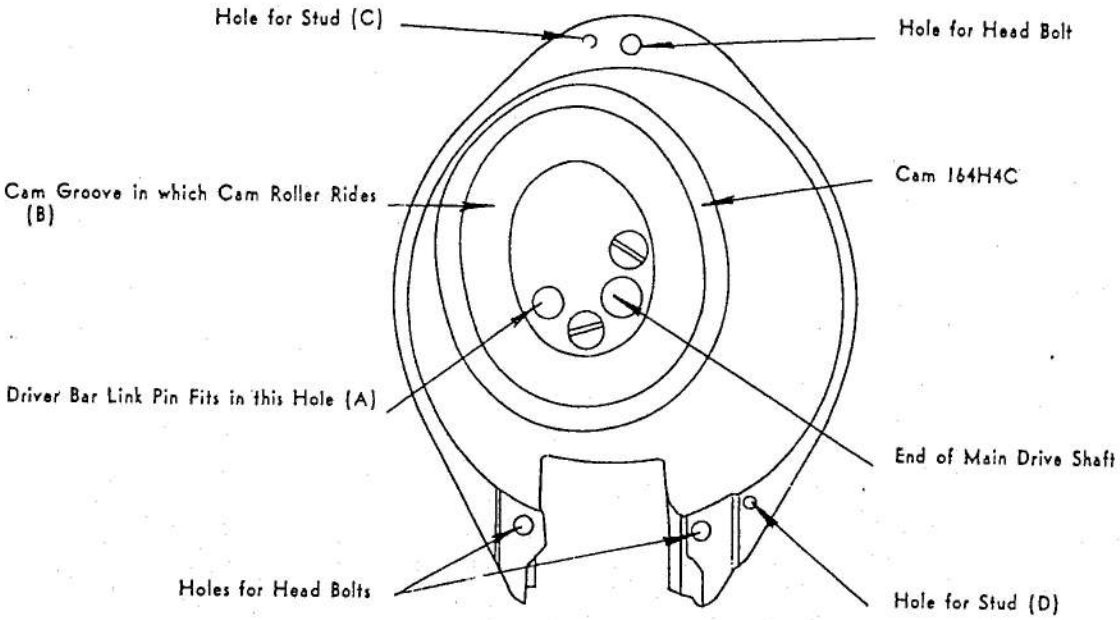
If an exceptionally large pinion is used, (for example, on 1425 RPM motors) it may be necessary to saw off the portion of gear guard around the pinion. The ordinary height adjustment of the motor plate may also be insufficient and shims or washers can then be used under the motor. Be sure that the motor plate and motor are bolted tightly.

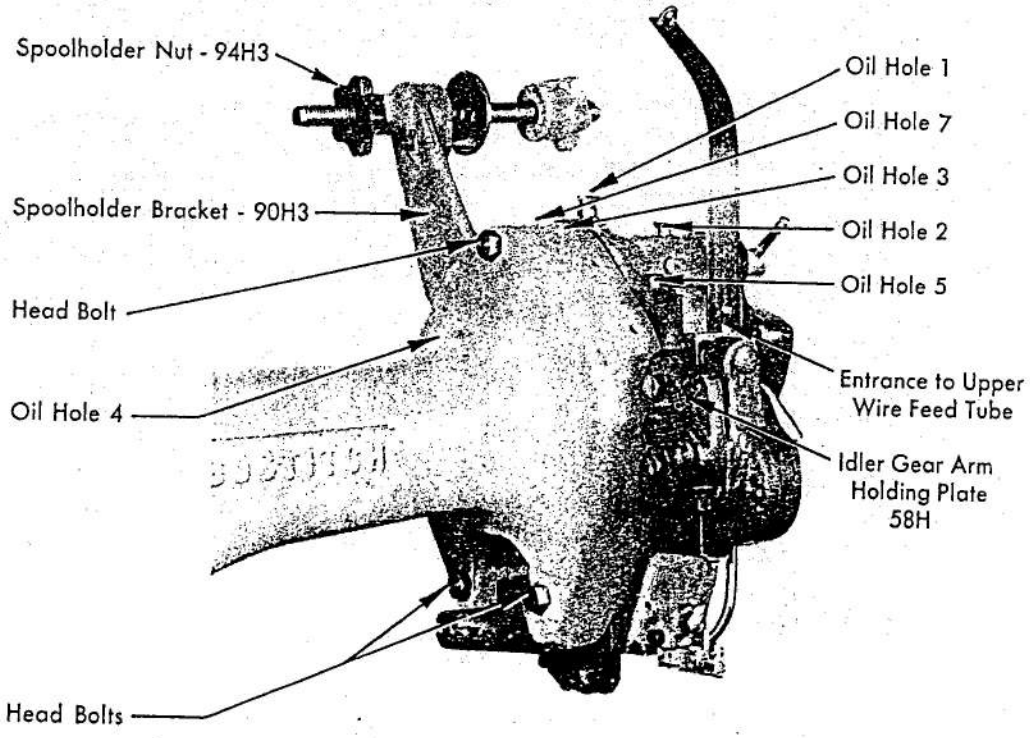
For V Belt Models, the 15", 25" and 33" Box, Bottom and Top Stitchers, motor pulley 11348EA is standard. This drives 215 stitches a minute with a 1725 RPM Motor.

CAUTION:--In operating a stitcher, be careful not to drive one stitch over another as this may break the driver tips.

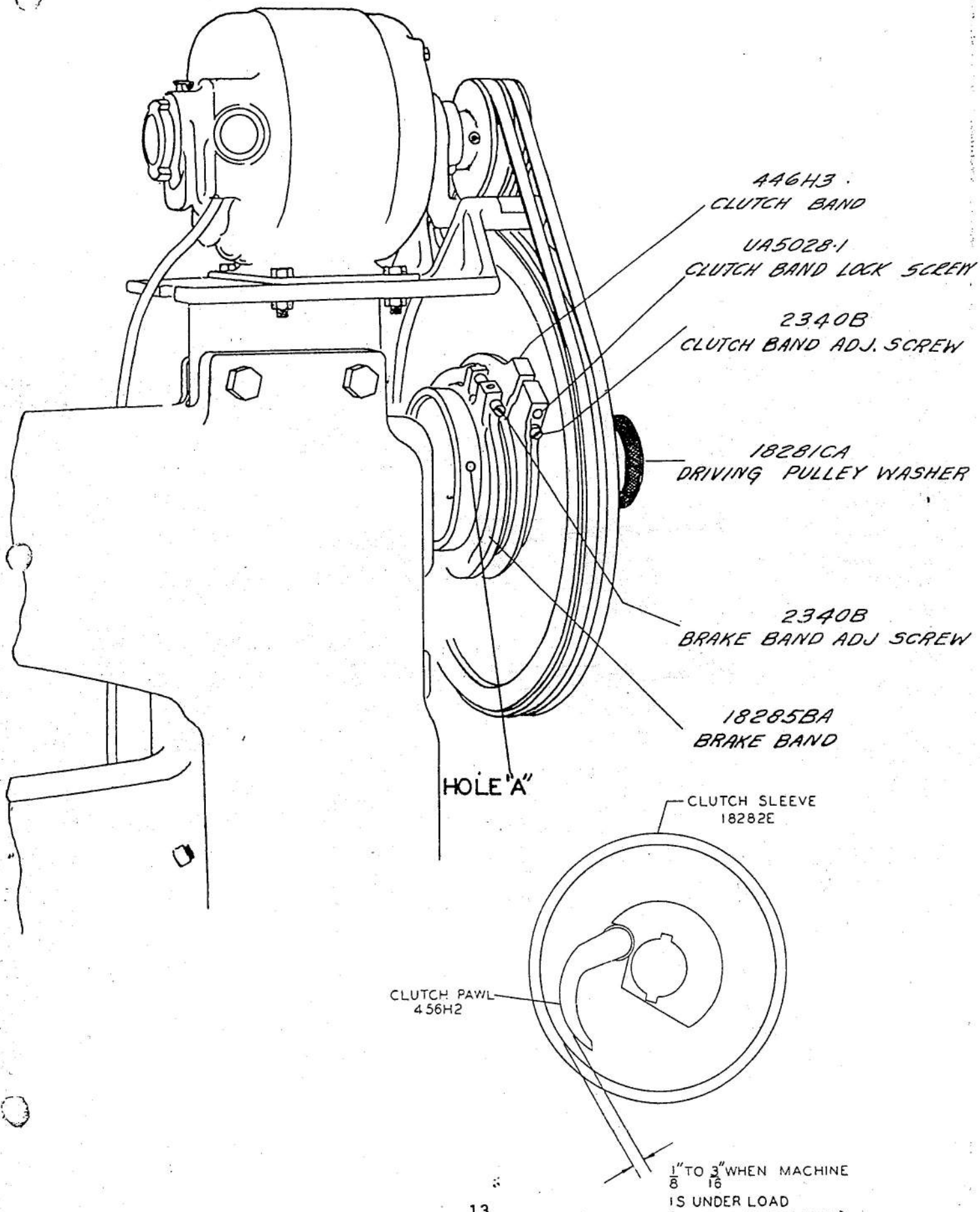
Do not operate the stitcher with wire feed on but without stock between driver and clincher.

If a piece of wire gets caught in the gripper or former or shoe, stop the machine and remove carefully, before attempting to stitch again.


Hole for Stud (C)
Hole for Head Bolt
Cam Groove in which Cam Roller Rides (B)
Cam 164H4C
Driver Bar Link Pin Fits in this Hole (A)
End of Main Drive Shaft
Holes for Head Bolts
Hole for Stud (D)


Spoolholder Nut - 94H3
Oil Hole 1
Oil Hole 7
Oil Hole 3
Spoolholder Bracket - 90H3
Oil Hole 2
Oil Hole 5
Head Bolt
Entrance to Upper Wire Feed Tube
Oil Hole 4
Idler Gear Arm Holding Plate 58H
Head Bolts

SKETCH OF CLUTCH USED ON V BELT MODELS



BODY & BASE PARTS

(PARTS STANDARD TO V BELT & GEAR DRIVE)

91H2

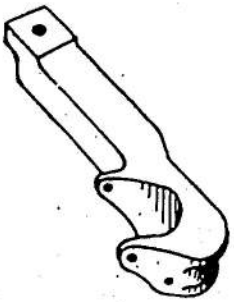
997H

92H

998H

90H3

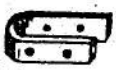
194J



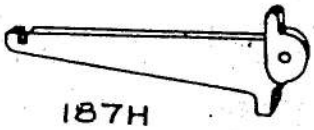
187J2
187R2

94H2
(WITH DRILLED HOLE)
94H3
(WITH TAPPED HOLE)

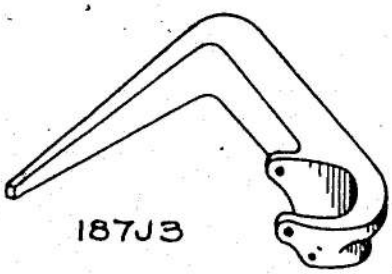
93H



195J



187H
187J
187R



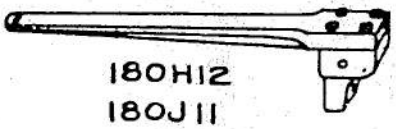
187J3

197H

188H

185H

SPECIFY STITCH WIDTH



180H12
180J11
180R9

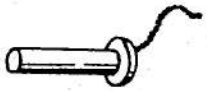
189J2

198H

182H
182J 182J2
182R 182R2

193H

180J2
180R7



184H

183H
183J
183R2

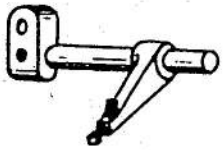
159H

159H3

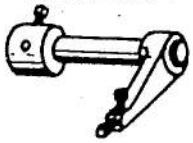
159J2

186H
186J

160H
160H2



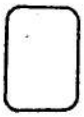
157H6A
157J2A



157H3

156H
Q156L5

156H2



14212

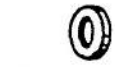
151HG2 - 15" BOX & BOTTOM STITCHERS
Q151L2 - 25" & 33" BOX STITCHERS
Q151L3 - 25" BOTTOM STITCHERS

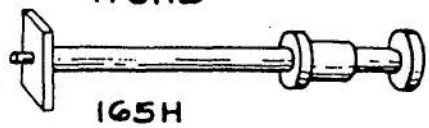
BODY & BASE PARTS

(PARTS FOR GEAR DRIVE ONLY)


178H3


176H


BG1502


165H
165J
165R


173H

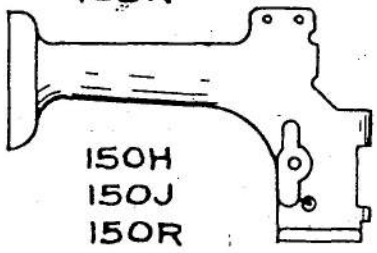

172H2


163H


166H6


168H


170H2

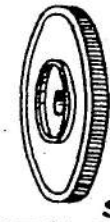

150H
150J
150R


169H2


171H


336H


335H


174H2


SB703


177H2


155H
155J

161H2
161H3

(PARTS STANDARD TO "K" & "L" SERIES V BELT DRIVE)


2336

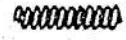

456H2


18283GA


2347


V BELT
85275


2349


2335

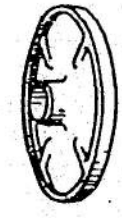

2333


18282B - PIN TYPE
(K SERIES)
18282E - KEY TYPE
(L SERIES)


18285BA


446H3

18281CA


174H15


177H3

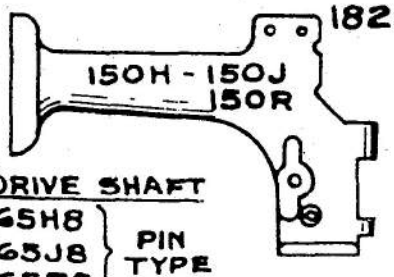
"K" SERIES V BELT DRIVE ONLY


2342B


440H
442H
441H


171H2


18297B


150H - 150J
150R

DRIVE SHAFT
165H8
165J8
165R8
PIN TYPE


169H8

2343

161H2
161H3

"L" SERIES V BELT DRIVE ONLY

19237

19238

2342

15239B

14

150H3 - 150J6
150R3

DRIVE SHAFT
165H13
165J10
165R14
KEY TYPE

861H3
861H2

STITCHER BODY AND BASE PARTS
V BELT AND GEAR DRIVE

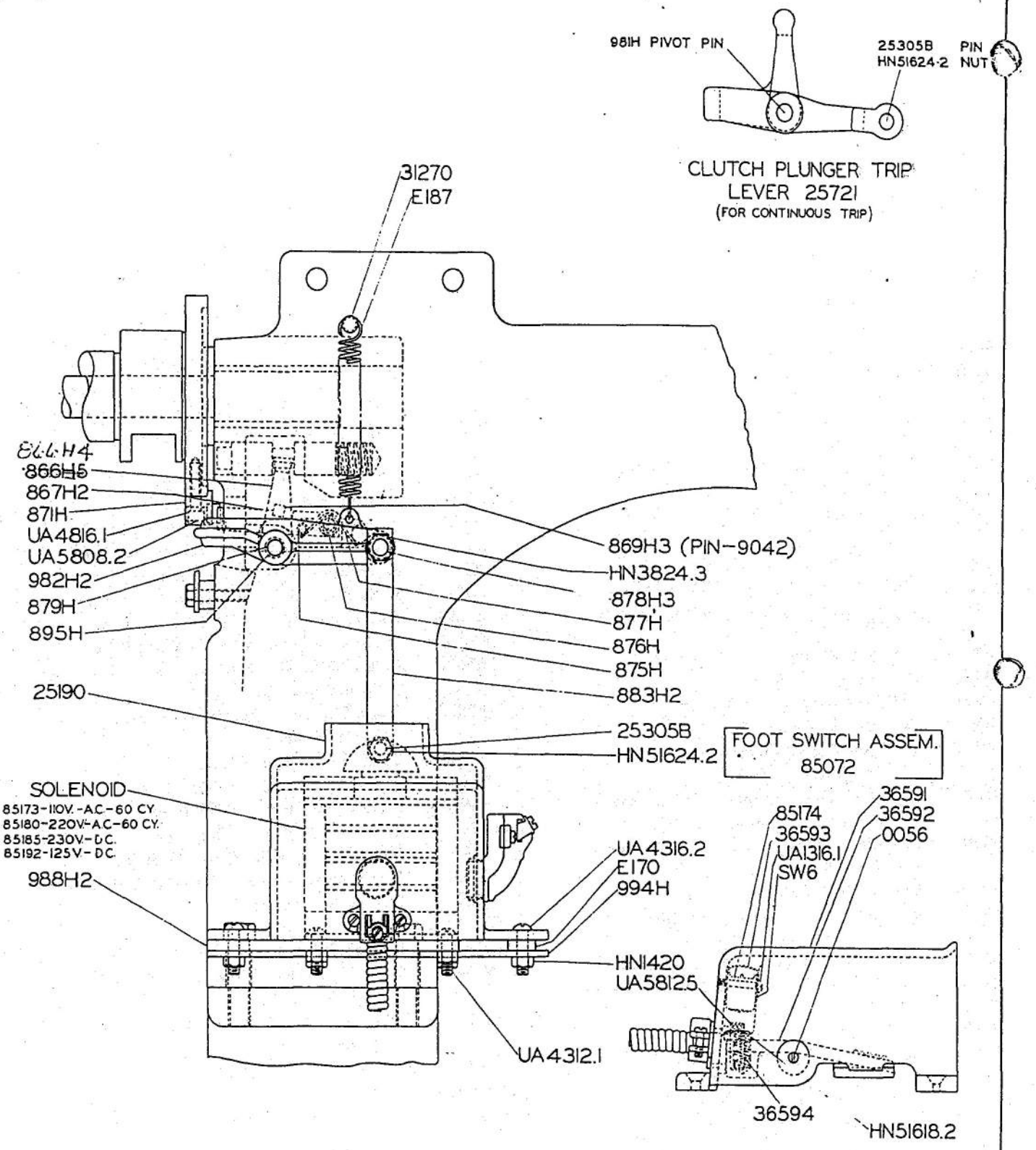
89H3 Spool Holder Complete
90H Spool Holder Bracket
90H3 Spool Holder Bracket
91H Spool Holder Spindle
91H2 Spool Holder Spindle
92H Spool Holder Friction Washer
93H Spool Holder Friction Spring
94H Spool Holder Clamp Handle
94H2 Spool Holder Lock Nut
94H3 Spool Holder Spindle Adj. Nut
14212 Cover (Hole in Base) — 15" Stitcher
148H Drive Shaft Bushing
(For: 150H3, 150J6, 150R3)
155H Gear Guard Spacer — 15" Stitcher
155J Gear Guard Spacer — 25" & 33" Stitcher
156H Foot Trip Rod
156H2 Loop Foot Trip Rod — V Arm Comb.
156HG Curved Foot Trip Rod
Q156L5 Foot Trip Rod — 33" Stitcher
157H3 Foot Trip Rod Pivot Bar — 25" or 33" Stitcher — O. S.
157H6A Foot Trip Rod Pivot Bar — 15" Stitcher — N. S.
157J2A Foot Trip Rod Pivot Bar — 25" or 33" Stitcher — N. S.
159H Trip Lever Assem. — 15" Stitcher — O. S.
159H3 Trip Lever Assem. — 15" Stitcher — N. S.
159J2 Trip Lever Assem. — 25" or 33" Stitcher
160H Trip Lever Bracket — 15" Stitcher
160H2 Trip Lever Bracket — 25" or 33" Stitcher
161H2 Conn. Link — 45" Stitch Height — "K" Series
161H3 Conn. Link — 50" Stitch Height — "K" Series
163H Clutch Spring — Gear Dr.
164H4C Drive Cam
165H Dr. Shaft Assem. — 15" Stitcher — Gear Dr.
165J Dr. Shaft Assem. — 25" Stitcher — Gear Dr.
165R Dr. Shaft Assem. — 33" Stitcher — Gear Dr.
165H8 Dr. Shaft Assem. — 15" Stitcher — V Belt Dr. (Old style)
165J8 Dr. Shaft Assem. — 25" Stitcher — V Belt Dr. (Old style)
165R8 Dr. Shaft Assem. — 33" Stitcher — V Belt Dr. (Old style)
165H13 Dr. Shaft Assem. — 15" Stitcher — V Belt Dr. (New style)
165J10 Dr. Shaft Assem. — 25" Stitcher — V Belt Dr. (New style)
165R14 Dr. Shaft Assem. — 33" Stitcher — V Belt Dr. (New style)
166H6 Dr. Clutch Sleeve Comp.
168H Throw out Piece (on 166H6) — Gear Dr.
169H2 Cl. Trip Bar Assem. — Gear Dr.
169H8 Cl. Trip Bar — V Belt Dr. — "K" Series
170H2 Cl. Trip Bar Button — Gear Dr.
171H Cl. Trip Bar Spring — Gear Dr.
171H2 Cl. Trip Bar Spring — V Belt Dr. — "K" Series
172H2 Cl. Plate attached to Wheel — Gear Dr.
173H Cl. Plate attached to Shaft — Gear Dr.
174H2 Dr. Gear
174H15 Dr. Pulley — V Belt Dr.
176H Motor Pinion (Specify Number of Teeth) 13-15-17-19-21-23
177H2 Dr. Gear Guard — Gear Dr.
177H3 Dr. Pulley Guard — V Belt Dr.
178H3 Motor Platform — Gear Dr.
178H5 Motor Platform — V Belt Dr.
180H12 Blade Anvil with Block — 15" Top or Top and Bottom Stitcher
180H5 Folding Box Arm — 15" Box and Bottom Stitcher
180J2 Blade Anvil — V Arm Top Stitcher
180J11 Blade Anvil — 25" Top or Top and Bottom Stitcher
180J5 Folding Box Arm — 25" Box and Bottom Stitcher
180J8 Swinging Box Arm — 25" V Arm Box and Bottom Stitcher
180R9 Blade Anvil — 33" Top Stitcher
180R7 Blade Anvil — 33" V Arm Top Stitcher
182H Pivot Pin — 15" Box Stitcher
182J Pivot Pin — 25" Box Stitcher
182J2 Pivot Pin — 25" V Arm Stitcher
182R Pivot Pin — 33" Box Stitcher
182R2 Pivot Pin — 33" V Arm Stitcher
183H Locking Pin — all Box Stitchers
183J Locking Pin — 25" V Arm Stitcher
183R2 Locking Pin — 33" V Arm Stitcher
184H Blade Anvil Locking Pin — Comb. Stitcher
185H Clincher for Blade Anvil (Specify wire size and staple width)
186H Arm Hole Cover — 15" Stitcher
186J Arm Hole Cover — 25" Stitcher
187H Clincher Arm — 15" Stitcher
187J Clincher Arm — 25" Stitcher
187J2 Clincher Arm — 25" Box and Bottom Stitcher (V Arm and Blade)
187J3 V Arm — 25" V Arm Box Stitcher
187R Cl. Arm — 33" Stitcher
187R2 Cl. Arm — 33" V Arm Stitcher
188H Clincher for Arm or Post (Specify wire size and staple width)

STITCHER BODY AND BASE PARTS

V BELT AND GEAR DRIVE

(Continued)

189J2	Clincher Arm Adj. Screw
193H	Blade Anvil Nub
193J2	Blade Anvil Nub for V Blade Anvil
194J	Blade Anvil Bolt and Nut
195J	Blade Anvil Nub
197H	Plunger for 184H
198H	Spring for 197H
335H	Clincher Trip Bar Spring Adj. Collar
440H	Drive Shaft Hub — V Belt Dr. — "K" Series
441H	Stop Plunger Lever — V Belt Drive — "K" Series
442H	Stop Plunger Lever Conn. — V Belt Drive — "K" Series
443H	Stop Plunger Lever Pivot — V Belt Drive — 15" & 25" K Series
443H4	Stop Plunger Lever Pivot — V Belt Drive — 33" K & L Series
446H3	Clutch Band — V Belt Drive
447H	Cl. Trip Bar Collar — V Belt Dr. — "K" Series
448H	Cl. Trip Bar Collar Stud — V Belt Dr. — "K" Series
448H	Cl. Trip Bar Collar Stud — V Belt Dr.
449H	Cl. Band Pin — V Belt Dr.
450H	Dr. Pulley Bushing — V Belt Dr.
456H2	Clutch Pawl — V Belt Drive
457R	Dr. Pulley Guard Spacer — 33" Stitcher — V Belt Drive — K Series
458J	Dr. Pulley Guard Spacer — 25" Stitcher — V Belt Drive — K Series
459H	Dr. Pulley Guard Spacer — 15" Stitcher — V Belt Drive — K Series
459H2	Drive Pulley Guard Spacer — L Series
460H	Drive Shaft Hub Dowel — V Belt Drive — "K" Series
861H3	Conn. Link — 45" Stitch Height — "L" Series
861H2	Conn. Link — 50" Stitch Height — "L" Series
BG1121	Motor Spacer — V Belt Drive
SB604	Clincher Screw
SB703	Gear Guard Support Post — Gear Dr.
14	Treadle Return Spring — 15" Stitches
29	Cl. Ring Safety Pin — V Belt Dr.
030	Dr. Pulley Washer Screw Spring — V Belt Dr.
14240	Stop Plunger Lever Pin — 15" & 25" — "L" Series — V Belt Drive
2218	Dr. Pulley Washer Oil Tube — V Belt Dr.
2219B	Dr. Pulley Washer Oil Guard — V Belt Dr.
2222B	Dr. Pulley Washer Pin — V Belt Drive
BG935	Brake Band Link Spacer
997H	Spool Holder Lock
998H	Spool Holder Lock Spring
2281	Stop Plunger Lever Pin Cotter — V Belt Dr.
2281B	Stop Plunger Lever Stud Cotter — V Belt Dr.
2333	Clutch Lever — V Belt Dr.
2335	Clutch Lever Spring —V Belt Dr.
2336	Clutch Lever Spring Pl. — V Belt Dr.
2340B	Brake Band Adj. Screw — V Belt Dr.
2341	Brake Band Adj. Screw Lock — V Belt Dr.
2342B	Brake Band Link — V Belt Drive — K Series
2342	Brake Band Link — V Belt Drive — L Series
2343	Brake Band Link Stud— V Belt Drive — "K" Series
2344	Brake Band Pin — V Belt Drive
2347	Cl. Ring Expanding Pin — V Belt Drive
2349	Dr. Pulley Washer Screw — V Belt Drive
2350	Dr. Pulley Washer Screw Lock — V Belt Drive
5057	Dr. Pulley Washer Dowel — V Belt Drive
9051	Br. Band Adj. Screw Lock Spring — V Belt Dr.
15239B	Stop Plunger Lever — "L" Series
18281CA	Dr. Pulley Washer Assem. — V Belt Drive
18282B	Clutch Sleeve — V Belt Dr. — "K" Series (pinned to shaft)
18282E	Clutch Sleeve — V Belt Dr. — "L" Series (keyed to shaft)
18283GA	Clutch Ring — V Belt Drive
18284	Clutch Pawl Plunger — V Belt Drive
18285BA	Brake Band Assem. — V Belt Drive
18287	Cl. Lever Pivot Pin — V Belt Drive
18297B	Stop Plunger — V Belt Drive — K Series
19237	Stop Plunger — V Belt Drive — "L" Series
19238	Stop Plunger Spring
85275	V Belt
85300	Drive Shaft Hub Scr. — V Belt Dr. — K Series
LW14.2	Drive Shaft Hub Screw Lock Washer — V Belt Drive — K Series
85829	Drive Shaft Hub Bushing — V Belt Drive — K Series
840H	Cl. Sleeve Key — V Belt Drive
PW516.2	Belt Guard Washer — V Belt Drive
14240	Stop Plunger Lever Pivot Pin — L Series — 15" & 25"
Q609L	Treadle Return Spring (25" Box)
524L2	Treadle Return Spring (33" Box)
UB3108.2	Spool Holder Lock Pivot
86038	Circuit Breaker



COMPONENT PARTS OF

BOSTITCH H&J SERIES STITCHERS

SOLENOID SINGLE TRIP
& SOLENOID CONTINUOUS TRIP

INSTRUCTIONS FOR INSTALLATION, ADJUSTMENT AND MAINTENANCE OF BOTTOM STITCHERS

INSTALLATION:--

a) Lower clincher to at least 2" below the stitcher head, by means of adjusting sleeve 269-G.

b) Hold pieces of stock to be stitched (using thickness that is to be used) under driver when in lowest position and then raise clincher post by means of adjusting sleeve 269-G until stock is just tightly held, then lock in position. See page 22 for post adjustment:

LUBRICATION:--

The post pivot should be oiled on bottom stitchers in addition to those points that are given for box stitchers.

ADJUSTMENT AND MAINTENANCE:

Clincher:

The clincher comprises a double grooved block set in bottoming post. When bottom stitchers are shipped by freight, the vibration and shock of transit may cause body casting to shift slightly on base. On a new Machine, if clincher is found out of line, loosen four bolts holding body to base and move body slightly to align and then tighten the bolts.

BOTTOMING STITCHER POST PARTS

(PARTS STD. TO BOTH SINGLE & DOUBLE PEDAL POSTS)

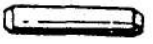

260G45
260G47
260G50


269G


188H3
188H4


205G2
206G2


270G


204G2


266G


216G2
216G3


268G


UA 9832.7


C156


267G

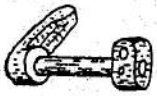

219G

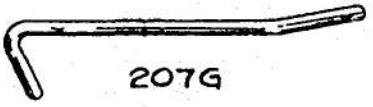

SB1204

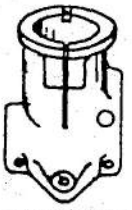

218G2

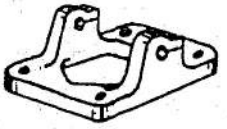

196H3
196J6.

(DOUBLE PEDAL POST PARTS ONLY)


157J2A


207G


201G8


202G7


156HG


214G3

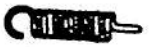

215G


213G

(SINGLE PEDAL POST PARTS ONLY)


242G2


210-206


273G


240G2


202G7


252G


157H5A
157JA


271G


SB604


184-366


156H


201G7


256GA


253G


251G


241G2

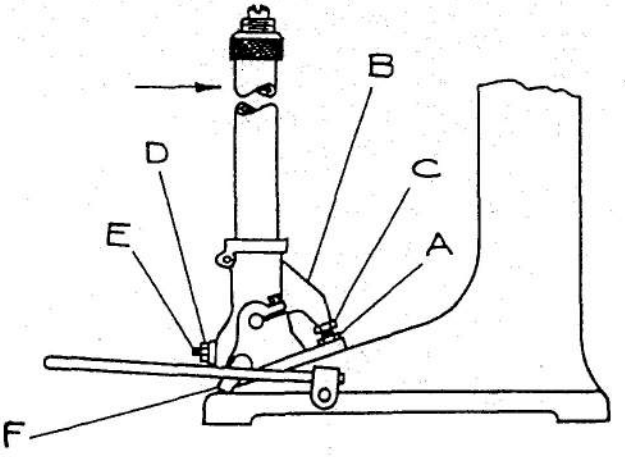
BOTTOMING POST PARTS

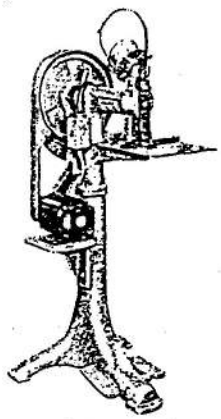
156H	Foot Pedal.....	(1 pedal)
156HG	Foot Pedal.....	(2 pedal)
157H5A	Pivot Bar Assembly.....	(1 pedal) 15" St.
157JA	Pivot Bar Assembly.....	(1 pedal) 25" St.
157J2A	Pivot Bar Assembly.....	(2 pedal)
188H24 -	7/16 Clincher	
188H4 -	3/8 Clincher	
196H3	Post Holder.....	15" Comb. Str.
196J6	Post Holder.....	25" Comb. Str.
201G7	Post Pivot Head.....	(1 pedal)
201G8	Post Pivot Head.....	(2 pedal)
202G7	Post Pivot Head Base	
204G2	Post Head Pivot Pin	
205G2	Post Head Pivot Pin Cap (right)	
206G2	Post Head Pivot Pin Cap (left)	
207G	Post Foot Pedal.....	(2 pedal)
213G	Cl. Post Return Spring.....	(2 pedal)
214G3	Spring End Stud.....	(2 pedal)
215G	Spring Adj. Clip.....	(2 pedal)
216G2	Post Return Adj. Screw.....	15" St.
216G3	Post Return Adj. Screw.....	25" St.
218G2	Cross Bar Friction Spring Plug	
219G	Clincher Spring	
240G2	Post Cam Roller Arm.....	(1 pedal)
241G2	Post Cam Roller	(1 pedal)
242G2	Post Cam Roller Pin.....	(1 pedal)
251G	Locking Roller.....	(1 pedal)
252G	Trip Return Spring Pin.....	(1 pedal)
253G	Trip Return Spring Pin.....	(1 pedal)
256GA	Post Locking Arm.....	(1 pedal)
260G45	Post Column - 45" Height	
260G47	Post Column - 47" Height	
260G50	Post Column - 50" Height	
266G	Height Adjusting Unit	
267G	Clincher Head	
268G	Clincher Head Shaft	
269G	Knurled Sleeve Nut	
270G	Clincher Spring Plug	
271G	Foot Pedal Lock.....	(1 pedal)
14240	Foot Pedal Lock Arm.....	(1 pedal)
BD313	Head and Shaft Pin	
BD380	Aligning Pin in Post	
BD410	Aligning Pin in 266G	
BG1122	Foot Pedal Lock Spacer.....	(1 pedal)
SB604	Post Cl. Screw	
UA9832.7	Post Clamping Screw	
SB1204	Post Leveling Sleeve	
273G	Post Lock Spring.....	(1 pedal)
C156	Fibre Friction Plug Spring	
184-366	Post Throw out Pin.....	(1 pedal)
210-206	Post Throw out Pin Spring	(1 pedal)

POST ADJUSTMENT:-- Double Pedal and Single Pedal

The post 260-G has a hand adjusting sleeve 269-G at the top for moving the clincher up or down to proper height as described in a foregoing paragraph. At the bottom there are adjustments for moving the post forward or back and sidewise to line up clincher with driver. For sidewise adjustment, it is usually better to loosen screws holding the body to the base and adjust at that point rather than to attempt to move the post from post setting. Do not shim up the base post casting for the purpose of adjusting the position of the clincher.

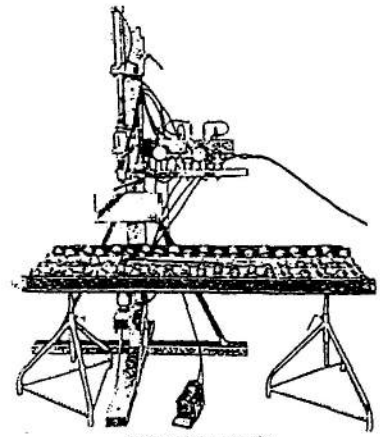
To set the post correctly refer to diagram below. For both Single Pedal and Double Pedal, loosen nut (A) and push post by hand in direction shown until post lug (B) touches screw (C). Keeping post in contact with screw, turn screw (C) until clincher in post is central with wire. Lock screw by means of nut (A). Then loosen nut (D) and turn screw (E) with foot pedal depressed until post is rigid. Then tighten nut (D). Setting the post in this manner will allow post to be rigid while stitching and prevent breakage of post parts due to abnormal strain on mechanism such as might occur if the setting was wrong. When the right setting has been made and auxiliary post locking lever (F) has locked post in vertical position, it will be noted that there is a slight motion at the top of the post. However, when the foot pedal is depressed and just before the clutch is actually tripped, the post will be rigid.





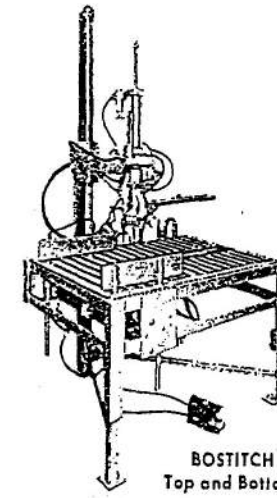
BOSTITCH NO. 10
Stitcher

A fast, light stitcher for jobs not requiring great capacity or penetration.



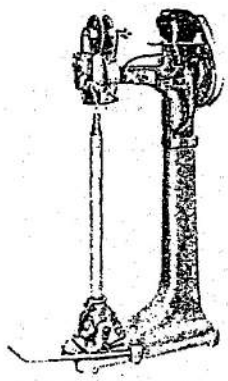
BOSTITCH D17BT
Top and Bottom Stapler

Seals top and bottom flaps of shipping containers simultaneously. For work not requiring more expensive equipment.



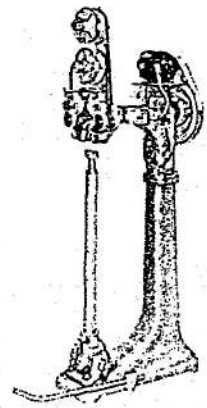
BOSTITCH D15BT
Top and Bottom Stapler

A rugged machine that meets almost all requirements for this kind of work.



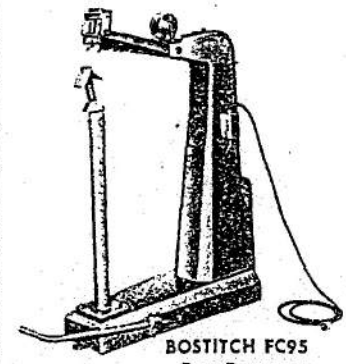
BOSTITCH HG
Bottom Stitcher

Heavy duty bottom stitcher. Unusually rugged construction.



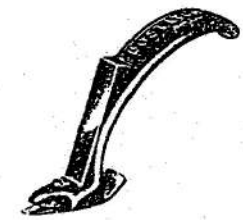
BOSTITCH HGU
Duplex Bottom Stitcher

Drives two stitches with each stroke. Great increase in output.



BOSTITCH FC95
Box Bottomer

Features time and labor-saving advantages never before available for faster, more efficient container assembly. Drives 4000 wide-crown staples without reloading. Almost completely eliminates usual time lost in loading. Motor operated.



BOSTITCH G7
Staple Remover

A great convenience in removing staples from shipping containers. Every receiving department should have one or more.

The Bostitch Method is the use of the right stapling, nailing or wire stitching machine with the appropriate size and type of staple or nail to achieve the most efficient fastening result.

To provide the right machine, the BOSTITCH line comprises over eight hundred models, from compact hand staplers to powerful wire stitchers that stitch through steel. Several hundred varieties of staples and nails furnish the appropriate size and type for almost every fastening requirement.

Sixty-five years experience with fastening problems — Over 350 BOSTITCH Economy Men, operating out of some 125 BOSTITCH offices. Write your nearest BOSTITCH distributor for information if you have a fastening problem. You will find "BOSTITCH" listed in phone books of most large cities.

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