

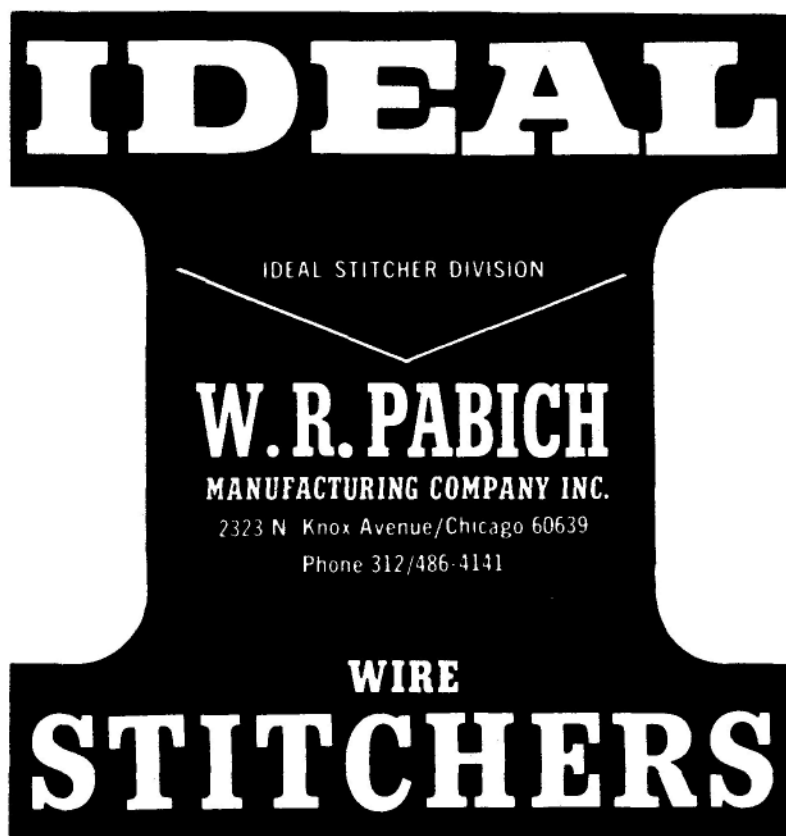
# **OPERATING INSTRUCTIONS AND PARTS MANUAL**

1-¼ INCH .020x.103 ARCHED WIRE

1-¼ INCH .028x.103 FLAT WIRE

Conforms to OSHA requirements in the U.S.A.

**FOR INSTALLATION / MAINTENANCE / ADJUSTMENT**



**STANDARD & SPECIAL MACHINES AND STITCHING WIRE**

# IMPORTANT

**The Ideal Stitcher Furnished You, Is:**

**MODEL:** \_\_\_\_\_

**SERIAL NUMBER:** \_\_\_\_\_

**WIRE SIZE:** \_\_\_\_\_

**CROWN WIDTH:** \_\_\_\_\_

**CUTTER BLADE SIZE:** \_\_\_\_\_

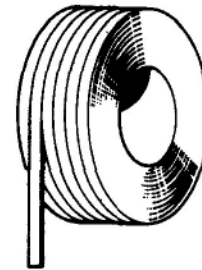
**MOTOR:** \_\_\_\_\_ **H.P.:** \_\_\_\_\_

**RPM:** \_\_\_\_\_ **PHASE:** \_\_\_\_\_

When ordering parts or requesting information  
please supply the specifications outlined  
above . . . or send a sample of your staple . . .

Always give the Type, Serial Number, Model  
Number, Wire Size, and Crown Width of your  
IDEAL STITCHER when ordering parts, or re-  
questing information.

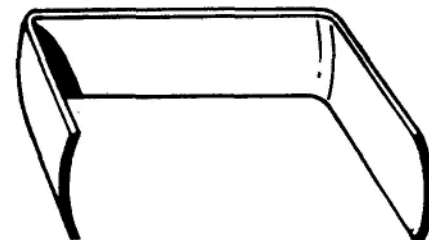
**WIRE GOES IN FLAT**



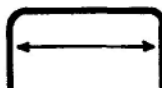
**AND COMES OUT ARCHED**



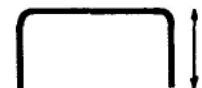
**FOR A STRONGER STAPLE**



The CROWN is measured inside the legs



Leg LENGTH is measured top to bottom



## WARRANTY INFORMATION

"Your new wire stitcher is warranted to be free from defects for a period of six calendar months from the date of manufacture. This warranty does not cover, nor does it intend to cover, abuse as defined by the manufacturer, or wear and tear parts. Should there be any questions concerning the type of warranty or the scope of the warranty, they should be directed in writing to the manufacturer, who will respond in writing. Your Ideal Wire Stitcher has been manufactured, like many other Ideal Stitchers, under the strictest quality control processes and shall provide many years of trouble free service with proper care and maintenance. You must read your manual carefully, and if you have any questions, please contact the manufacturer. Good Luck in using your IDEAL WIRE STITCHER in the many future years ahead. And as a final note, please order only genuine IDEAL REPLACEMENT PARTS and Ideal approved Stitching Wire."

## INSTALLATION INSTRUCTIONS

**EXAMINATION:** Before uncrating, examine your stitcher for any visible damage in transit. If damaged, **do not uncrate the machine.** Notify the carrier or trucking company and your Ideal Stitcher representative.

**UNCRATING STITCHER:** (A) Remove the end of the crate at which the motor is located. (B) Remove the two bolts which hold the base of the stitcher to bottom of crate. (C) Remove the cross brace which holds the stitcher in position in upper half of the crate. (D) Pull the stitcher from the crate by grasping the heavy cast iron column and motor bracket, or pull on the pulley guard.

**AFTER THE MACHINE IS REMOVED** from the crate, DO NOT PULL OR PUSH ON THE POST OR ARM OF THE STITCHER, as this can put the clincher block out of adjustment.

**LOCATION FOR STITCHER:** Place it on a level and solid footing to prevent excessive vibration. This is necessary when the machine is not bolted to the floor.

**CHECK MOTOR:** The type of motor for your machine was specified on your purchase order. Check the motor specification plate before connecting the stitcher to electric current.

**LUBRICATION:** When the machine is shipped from our factory, it is coated with an oil base rust preventive, which need not be cleaned prior to operation. Your stitcher should be lubricated at all oiling points indicated in red on the machine. Use SAE 20 Oil for all lubrication. The machine should be oiled at least once, with a few drops of oil, every 8 operating hours.

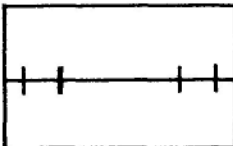
**THE MOTOR** should not be oiled until the first 2000 hours of operation have been completed; and then every 1000 hours thereafter.

**MOUNTING THE WIRE SPOOL BRACKET:** After removing the wire spool, bracket, and spool holder from the crate, mount your wire spool bracket as shown on drawing A 10012-A (page 3). There are 2 hexagon head screws furnished with the bracket for mounting.

**TO INSTALL WIRE ON THIS SPOOL HOLDER,** push and turn hand wheel knob (A 662-D41) on coil holder 1/4 turn. This will allow front flange (A 662-D36) to be removed. Place the coil of wire over the coil holder spindle. Be sure that the wire will unravel from the TOP of the coil. Replace the front flange, pushing on hand knob and turning 1/4 turn until it locks in place. Cut binding wires or tape holding the end of the wire, so that the coil does not unravel. Cut approximately 6 inches of wire from the end, so that you have a straight piece of wire to lead down around the wire tension control spring (Part No. A 662-D12), and into the wire check (AA 336); as shown on drawing A 10011-A (page 2). It will be necessary to push down on the wire check collar (Part No. A 120) which releases the 2 wire check pins (A 119), allowing the wire to be threaded down between the pins; and then between the feed wheels, and into the curved wire feed tube (Part No. AA 349); then through the cutter tube (Part No. A 8316). See that the wire runs through the machine until it emerges a few inches from the right hand side of the head.

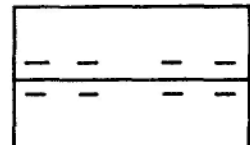
**PROCEDURE TO START STITCHING:** Machine is set at the factory to stitch 2 thicknesses of 275 point board, or the particular sample submitted by the customer. Switch on power and place scrap piece of corrugated material on top of clincher block. Step on pedal to make one staple, so that the surplus piece of wire in the machine, is ejected. Stitcher is now ready for operation.

**PLACE BOX OVER POST:** Press down on foot pedal gradually until post is located in an upright position. Then press pedal down the rest of the way to engage the clutch. The machine will continue to stitch until the pedal is raised, disengaging the main pulley from the clutch. Removal of the foot from the pedal, allows the post to come forward, so that the box can be removed.



### PLACING THE STAPLES 5 INCHES APART

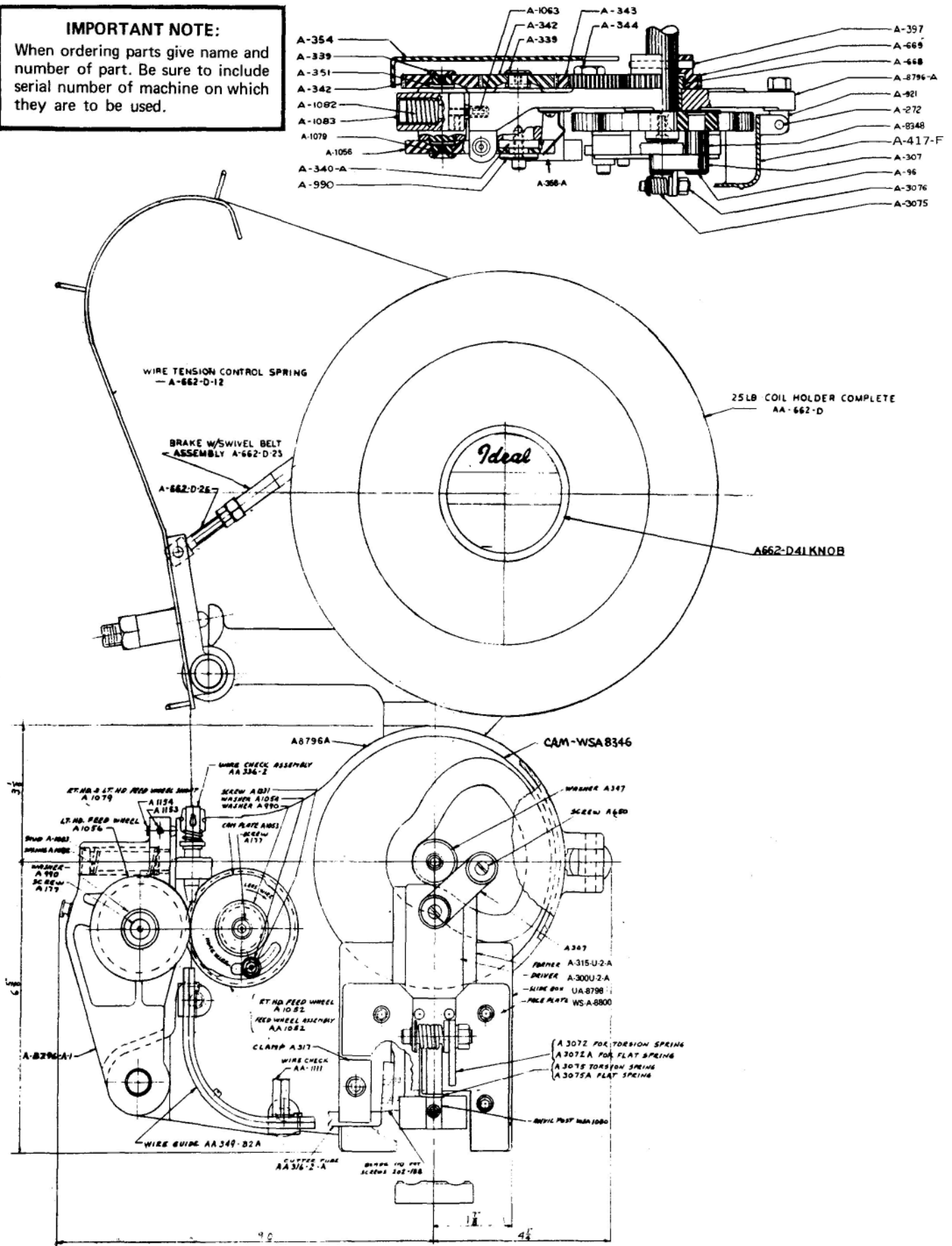
is approved by Uniform Freight Classification, Rule 41, and The National Container Committee. Direction and placement pattern can be varied.



# TOP AND FRONT VIEW

## IMPORTANT NOTE:

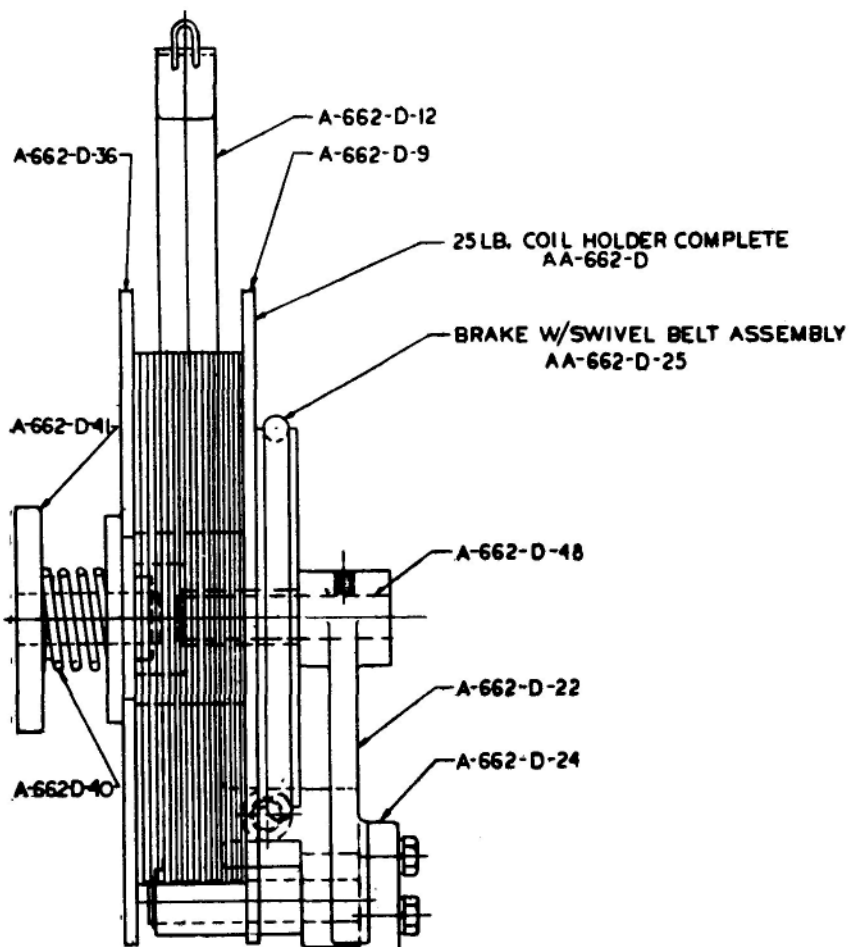
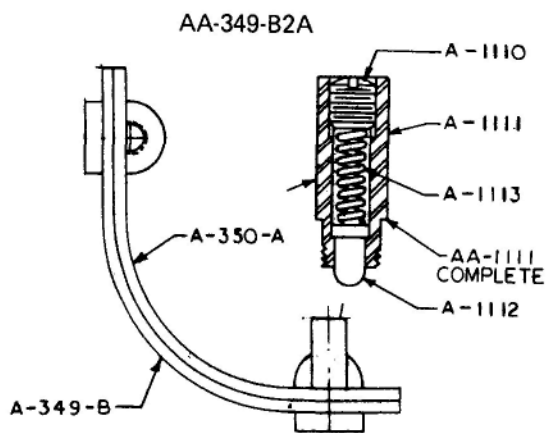
When ordering parts give name and number of part. Be sure to include serial number of machine on which they are to be used.



# PARTS SHOWN ON PAGE 4

|              |                                                |                             |                                   |
|--------------|------------------------------------------------|-----------------------------|-----------------------------------|
| A-96         | Driver Connection Washer                       | AA-662-D                    | 25 Pound Coil Holder Complete     |
| A-177        | Cutter Tube Clamp/Feed Wheel Screw             | A-662-D-12                  | Wire Tension Control Spring       |
| A-272        | Cam Guard Hinge Pin                            | A-662-D-25                  | Belt Assembly, Brake W/Wwivel     |
| A-300U-0     | Driver: .028x.103 Flat Wire                    | A-662-D-26                  | Stud and Lock Nut                 |
| A-300U-2-A   | Driver: .020x.103 Arched Wire                  | A-662-D-41                  | Face Plate Release Knob           |
| A-305U-2-A   | Anvil                                          | A-668                       | Head Plate Bushing                |
| A-306        | Driver Pin                                     | A-669                       | Head Drive Gear                   |
| A-307        | Driver Connection                              | A-921                       | Cam Guard Stud                    |
| A-309-U      | Supporter                                      | A-990                       | Feed Wheel Washer                 |
| A-310        | Former Roller                                  | A-1052                      | R.H. Feed Wheel Only; Arched Wire |
| A-311        | Former Roller Pin                              | AA-1052                     | R.H. Feed Wheel Assembly With     |
| A-315-U-0    | Former W/Roller & Pin<br>.028x.103 Wire        | A-1053 Plate & A-1331 Screw |                                   |
| A-315-U-2-A  | Former W/Roller & Pin<br>.020x.103 Arched Wire | A-1053                      | R.H. Feed Wheel Cam Plate         |
| A-316-2      | Cutter Tube: .028x.103 Wire                    | A-1054                      | Feed Wheel Cam Plate Washer       |
| AA-316-2A    | Cutter Tube: .020x.103 Arched Wire             | A-1056                      | L.H. Feed Wheel; Arched Wire      |
| A-317        | Cutter Tube Clamp                              | A-1063                      | Feed Roll Hinge Stop              |
| A-336-2      | Wire Check Body Only                           | A-1079                      | R.H. and L.H. Feed Wheel Shaft    |
| AA-336-2     | Wire Check Complete                            | WSA-1080                    | Anvil Post                        |
| A-339        | Feed Gear Washer                               | A-1082                      | Feed Roll Hinge Spring            |
| A-342        | Feed Wheel Gear                                | A-1083                      | Feed Roll Shoulder Bolt           |
| A-343        | Head Idler Gear                                | AA-1111                     | Feed Tube Friction Assembly       |
| A-344        | Head Idler Gear Stud                           | A-1154                      | Feed Roll Hinge Screw             |
| A-347        | Former Cam Retaining Washer                    | A-1331                      | Cam Plate Washer Screw            |
| AA-349-B-0   | Wire Guide: .028x.103 Wire                     | A-3072                      | Anvil Bracket                     |
| AA-349-B-2-A | Wire Guide: .020x.103 Arched Wire              | A-3075                      | Anvil Spring                      |
| A-351        | Feed Wheel Gear Drive Pin                      | A-3076                      | Anvil Spring Stud                 |
| A-354        | Head Gear Guard                                | WSA-8346                    | Former Cam                        |
| A-358-B      | Cam Guard Cover Latch                          | A-8348                      | Former Cam Stud                   |
| A-362        | Oiler                                          | A-8796-A                    | Head Plate                        |
| A-417-F      | Cam Cover                                      | A-8796-A-1                  | Head Plate Hinge                  |
| A-598        | Face Plate Screws                              | UA-8798                     | Slide Box                         |
| A-650        | Driver Connection Washer Screw                 | WS-A-8800                   | Face Plate                        |
|              |                                                | 110-569                     | Cutter Blade; Arched Wire         |
|              |                                                | 202-188                     | Cutter Blade Screw                |

# WIRE GUIDE ASSEMBLY AA-1111



CAM COVER  
A-417-F

CAM STUD A-634B  
WASHER A-96

COIL MOUNTING SCREWS

$\frac{3}{8}$

A-850 12 THROAT MACHINE  
A-1170 20"  
A-1171 28"

PIN A-397  
GEAR A-669

ANVIL POST PIVOT PIN  
A-1621  
STUD A-3076

UA-1276 SUPPORTER PIN  $\frac{6}{8}$

SUPPORTER  
A-309-U

UA-1275 PIN

PLUNGER  
UA-1272

UA-1271

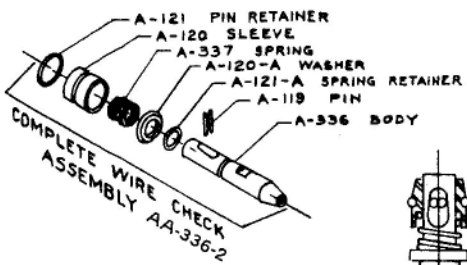
ANVIL  
UA-305-U2

ROLLER  
UA-1273

SPRING  
UA-1274

CLINGER  
BLOCK A-137U

2.0"



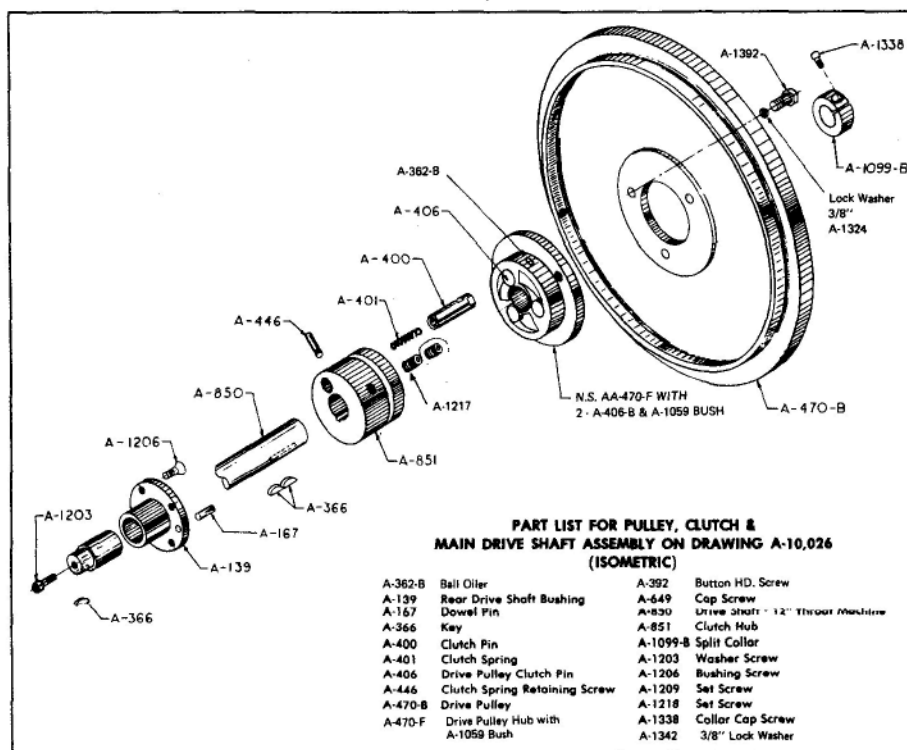
# WIRE CHECK ASSEMBLY AA-336

PARTS SHOWN ON PAGE 6

|             |                         |            |                                    |
|-------------|-------------------------|------------|------------------------------------|
| A-96        | Connection Washer       | A-662-D-36 | Face Plate                         |
| A-119       | Wire Check Pin          | A-662-D-40 | Plate Release Knob Assembly        |
| A-120       | Check Sleeve            | A-662-D-41 | Plate Release Knob                 |
| A-120-A     | Check Washer            | A-662-D-48 | Main Spool Shaft                   |
| A-121       | Check Pin Retainer      | A-669      | Head Drive Gear                    |
| A-121-A     | Washer Retainer         | A-850      | Drive Shaft; 12" Throat Machine    |
| A-305-U2-A  | Anvil                   | A-1110     | Feed Tube Friction Screw           |
| A-309-U     | Supporter               | A-1111     | Feed Tube Friction Body            |
| A-336       | Wire Check Body         | AA-1111    | Feed Tube Friction Assembly        |
| AA-336-2    | Wire Check Assembly     | A-1112     | Feed Tube Friction                 |
| A-337       | Check Spring            | A-1113     | Feed Tube Friction Spring          |
| AA-349-B-2A | Wire Feed Tube Assembly | A-1170     | Drive Shaft For 20" Throat Machine |
| A-397       | Feed Drive Gear Pin     | A-1171     | Drive Shaft For 25" Throat Machine |
| A-417-F     | Cam Cover               | UA-1270    | Supporter Bracket Plate            |
| A-437-U     | Clincher Block          | UA-1271    | Supporter Housing                  |
| AA-662-D    | Coil Holder; Complete   | UA-1273    | Supporter Plunger                  |
| A-662-D-9   | Rear Plate              | UA-1274    | Plunger Roller                     |
| A-662-D-12  | Tension Control Spring  | UA-1274    | Supporter Plunger Spring           |
| A-662-D-13  | Braking Block           | UA-1275    | Supporter Plunger Stop Pin         |
| A-662-D-14  | Braking Block Shaft     | UA-1276    | Supporter Pin                      |
| A-662-D-22  | Spool Bracket           | A-1621     | Pivot Pin                          |
| A-662-D-24  | Spool Bracket Mount     | A-3076     | Anvil Spring Stud                  |
| A-662-D-25  | Belt Assembly           | A-8348     | Former Cam Pin                     |

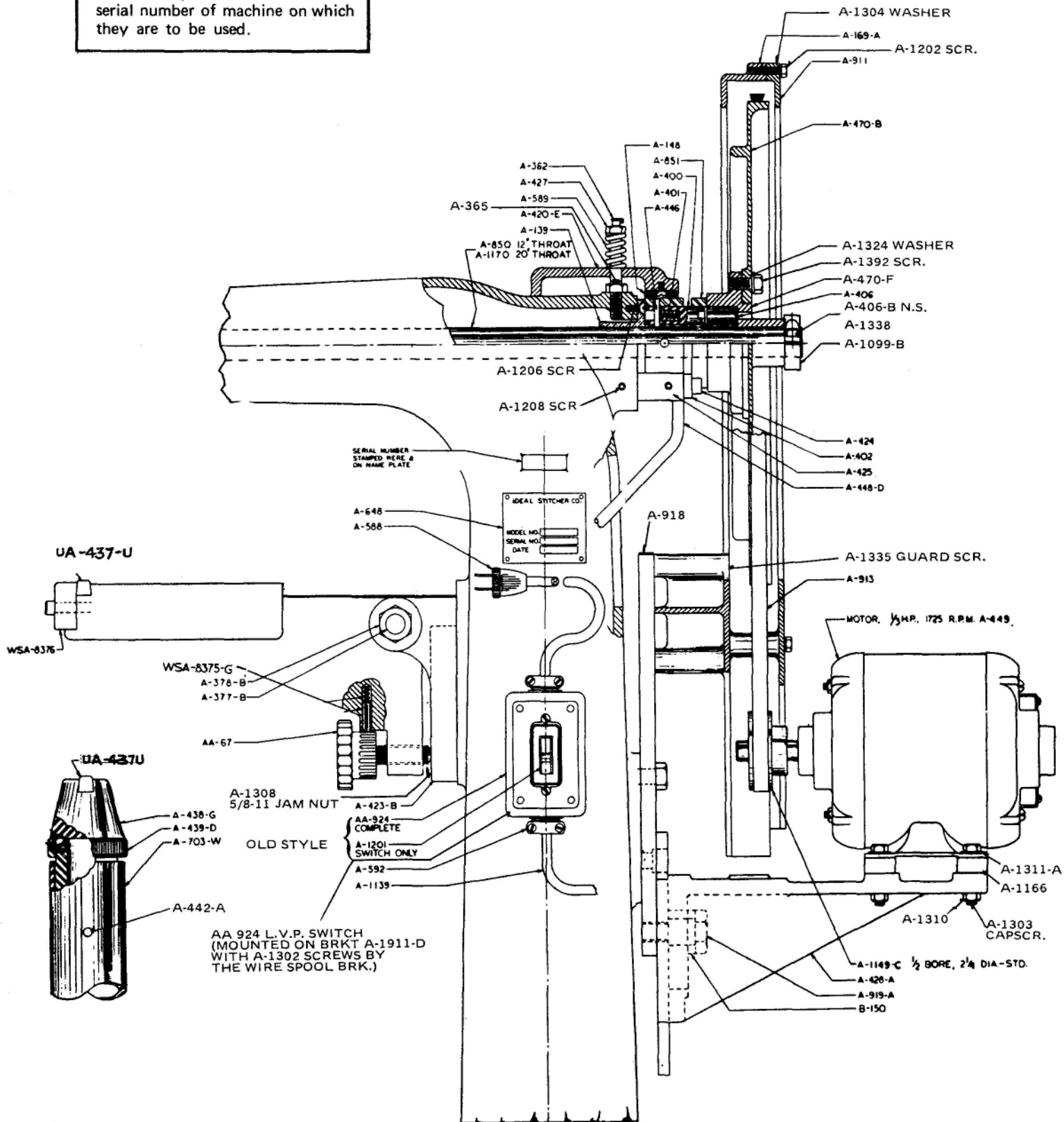
DRAWING A-10,026

IDEAL STITCHERS



**IMPORTANT NOTE:**

When ordering parts give name and number of part. Be sure to include serial number of machine on which they are to be used.



LIST OF PARTS SHOWN ON DRAWING A-10012-B  
ARM, POST OR COMBINATION STITCHER  
MECHANICAL TRIP

[illegible]

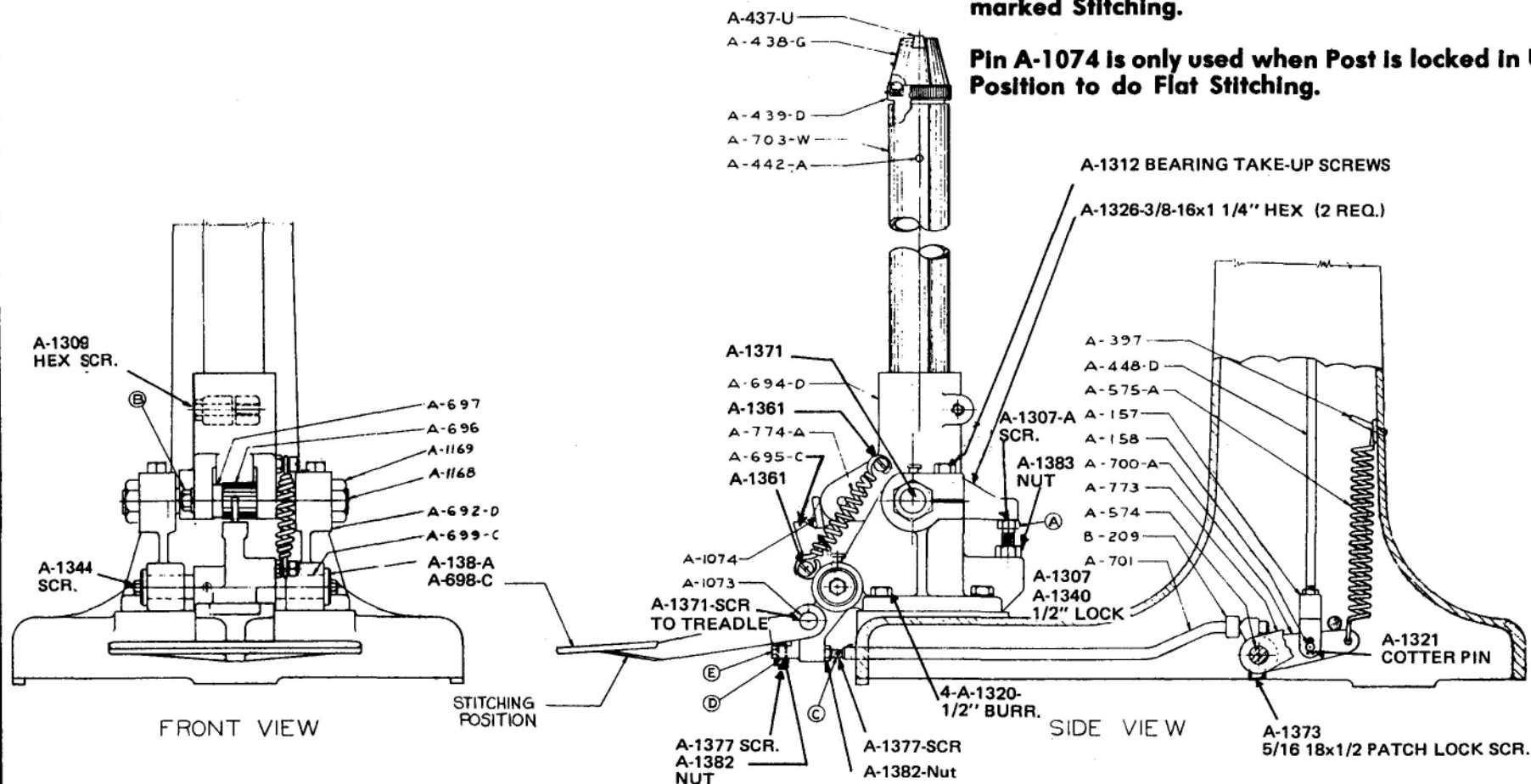
# IDEAL LATE STYLE — SINGLE PEDAL FOR CARTON BOTTOM STITCHING

## INSTRUCTION FOR SETTING

Place Clincher Post Treadle A-698C in Stitching position as illustrated — adjust Screw "A" to locate Clincher Block A-437 so that staple will clinch just ahead of the center of Clincher Block. Then adjust Eccentric Bushing A-697 by loosening Screw "B" until Post is locked firmly on high of Cam A-695C between Roller A-696 and Screw "A".

Screw "C" is adjusted so that Clutch is released to permit stitching when Treadle Lever is in position marked Stitching.

Pin A-1074 is only used when Post is locked in Upright Position to do Flat Stitching.



**IDEAL LATE STYLE – SINGLE PEDAL  
FOR CARTON BOTTOM STITCHING  
#A-10009-AB**

| No.      |                                                                              |
|----------|------------------------------------------------------------------------------|
| A-138    | Washer                                                                       |
| A-157    | Clevis—Clutch Rod                                                            |
| A-158    | Clevis Pin—Clutch Rod                                                        |
| B-209    | Set Collar                                                                   |
| A-397    | Taper Pin #4 x 2"                                                            |
| A-437-U  | Clincher Block                                                               |
| A-438-G  | Clincher Block Holder                                                        |
| A-439-D  | Clincher Block Adj. Nut                                                      |
| A-448-D  | Clutch Shifter Rod                                                           |
| A-574    | Clutch Shifter Shaft                                                         |
| A-575-A  | Shifter Rod Arm Spring                                                       |
| A-692-D  | Clincher Post Base                                                           |
| A-694-D  | Clincher Post Bracket                                                        |
| A-695-C  | Clincher Post Cam                                                            |
| A-696    | Clincher Post Cam Roll                                                       |
| A-697    | Cam Roll Bushing                                                             |
| A-698-C  | Treadle                                                                      |
| A-699-C  | Treadle Shaft                                                                |
| A-700-A  | Clutch Shifter Rod Arm                                                       |
| A-701    | Clutch Operating Rod                                                         |
| A-703-W  | Clincher Post                                                                |
| A-773    | Clutch Shifter Arm Stop Lever                                                |
| A-774-A  | Clincher Post Spring                                                         |
| A-1073   | Treadle Pin                                                                  |
| A-1074   | Pin To Hold Post in Stitching Position<br>(Use For Stitching Flat Work Only) |
| A-1168   | Clincher Post Bracket Trunnion                                               |
| A-1169   | Hex Nuts for Trunnion (2 required)                                           |
| A-1344   | Hex SCR. 3/8-16x1/2" Hex                                                     |
| A-1307   | Hex SCR. 1/2-13x 1 1/4" Hex Base SCR.                                        |
| A-1309   | Hex SCR. 1/2-13x2" HexPost Brkt.                                             |
| A-1361   | 3/8" Groove Pin                                                              |
| A-1312   | 3/8"-16x 1 3/4" Hex Base Bearing Take Up SCR.                                |
| A-1326   | 3/8-16x 1 1/4" Hex Post Brkt. SCR. to Lock Trunnion Bolt A-1168              |
| A-1340   | 1/2" Lock Washer                                                             |
| A-1371   | 1/4"-20x1/4" SOC. Set SCR. for Treadle                                       |
| A-1321   | 3/32x3/4" Cotter Pin                                                         |
| A-1377   | 3/8-16x1 SOC. Set SCR.                                                       |
| A-1382   | 3/8-16-Jam Nut                                                               |
| A-1320   | 1/2" Burr to Hold Foot Cover Guard                                           |
| A-1383   | 1/2-13 Jam Nut to Lock Post Brkt. Stop.                                      |
| A-1307-A | 1/2-13x1 3/4" Hex SCR. Post Brkt. Stop.                                      |

## IMPORTANT NOTE:

WHEN ORDERING PARTS,  
GIVE NAME AND NUMBER OF PART. BE SURE  
TO INCLUDE SERIAL NUMBER OF MACHINE ON  
WHICH THEY ARE TO BE USED.

FOR PARTS NOT SHOWN ON THIS DRAWING  
SEE A-10019 AND A-10021

AA-924

OLD STYLE

AA-924 L.V.P. SWITCH

A-1201

(Mounted on bracket  
A-1911-D with a 1302 screws  
by the wire spool bracket.)

A-1201  
SWITCH ONLY

A-588

A-592

A-1139 - 24" LONG

REAR VIEW

A-10020  
SOLENOID TRIP  
MECHANISM

A-1336

A-362

A-427

A-589

A-420-D

A-148

A-400

A-450

A-425

A-424

A-964-B

A-918-A

A-347

A-851

A-850

A-911

A-402

A-966

A-961

F-622-A

A-962-B

A-966

F-4592-B

A-965

A-974

AA-1205

AA-975

A-973

A-1140-84" LONG

A-1384 SCR.

A-1323 LOCK WASHER

A-919-A

A-428-A

AA-1141

(COMPLETE)

A-1142

MICRO SWITCH

ONLY

**LIST OF PARTS SHOWN ON DRAWING A-10,020  
REAR VIEW — SOLENOID TRIP**

|          |                                     |
|----------|-------------------------------------|
| A-148    | Brake Shoe Lining                   |
| A-347    | Washer                              |
| A-362    | Oil Hole Cover                      |
| A-400    | Clutch Pin                          |
| A-402    | Clutch Latch                        |
| AA-420-D | Brake Shoe with Lining A-148        |
| A-424    | Clutch Latch Pin                    |
| A-425    | Clutch Latch Spacer                 |
| A-427    | Brake Adjusting Screw               |
| A-428-A  | Motor Bracket                       |
| A-450    | Stand                               |
| A-588    | Motor Cord & Plug                   |
| A-589    | Brake Shoe Spring                   |
| A-592    | Wire End Fitting                    |
| A-850    | Drive Shaft                         |
| A-911    | Drive Pulley Cover                  |
| A-918-A  | Motor Base Support                  |
| A-919-A  | Motor Base Shoulder Bolt            |
| A-961    | Clutch Toggle Link (2 Required)     |
| A-962-B  | Clutch Toggle Lever                 |
| A-964-B  | Clutch Toggle Lever Stop            |
| A-965    | Solenoid Connecting Link            |
| A-966    | Stud                                |
| A-971    | Micro Switch Only                   |
| A-973    | Solenoid Housing                    |
| A-974    | Cover - Solenoid Housing            |
| A-1139   | Electric Connecting Cord - 30" Long |
| A-1140   | Electric Connecting Cord - 84" Long |
| F-622-A  | Toggle Lever Spring                 |
| F-4592-B | Spring Pin                          |

**SUB ASSEMBLIES**

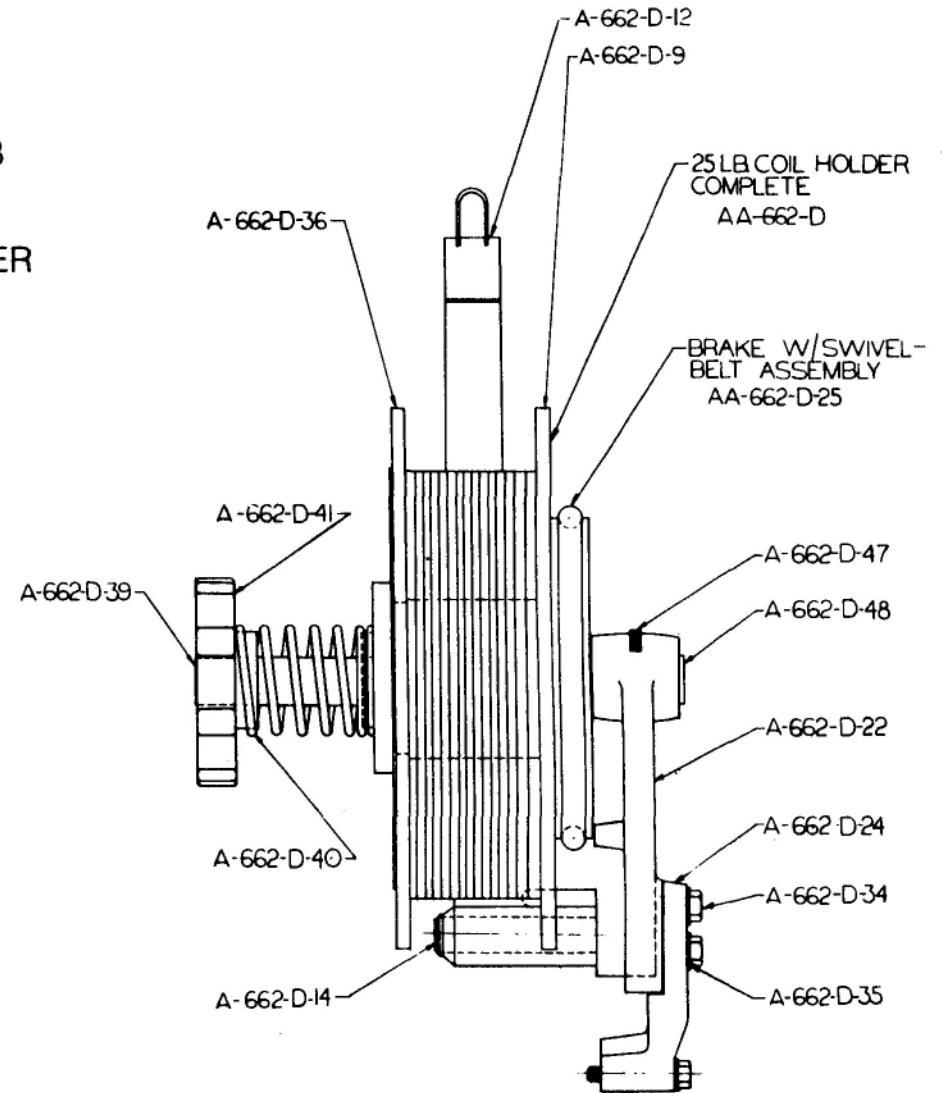
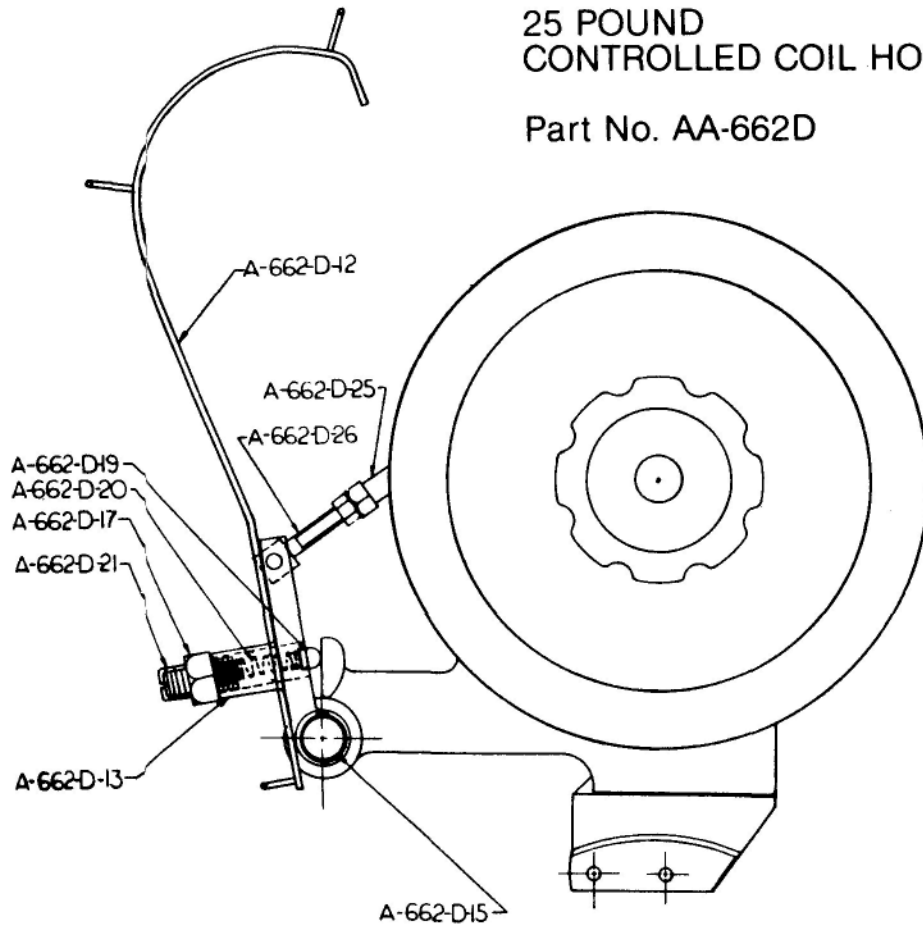
|         |                                        |             |
|---------|----------------------------------------|-------------|
| AA-924  | L.V.P. Switch                          |             |
| AA-924  | Starting Switch Assembly               | } Old Style |
| A-1201  | Starting Switch Only                   |             |
| AA-975  | Solenoid Assembly                      |             |
| A-1210  | Stator                                 |             |
| A-1211  | Core                                   |             |
| A-1212  | Coil                                   |             |
| AA-1141 | Foot Operated Switch Assembly          |             |
| A-1142  | Micro Switch                           |             |
| AA-1205 | Solenoid Connecting Bolt Assembly      |             |
| A-1336  | SOC. CAP. SCR. 1/2-13x1 1/4" SOC. CAP. |             |
| A-1384  | SCR. 1/4"-20x1/2" RD. HD.              |             |
| A-1223  | 1/4" Lock Washer                       |             |

## Ideal Wire Stitcher

Drawing No. A-10060/5-1-78

25 POUND  
CONTROLLED COIL HOLDER

Part No. AA-662D

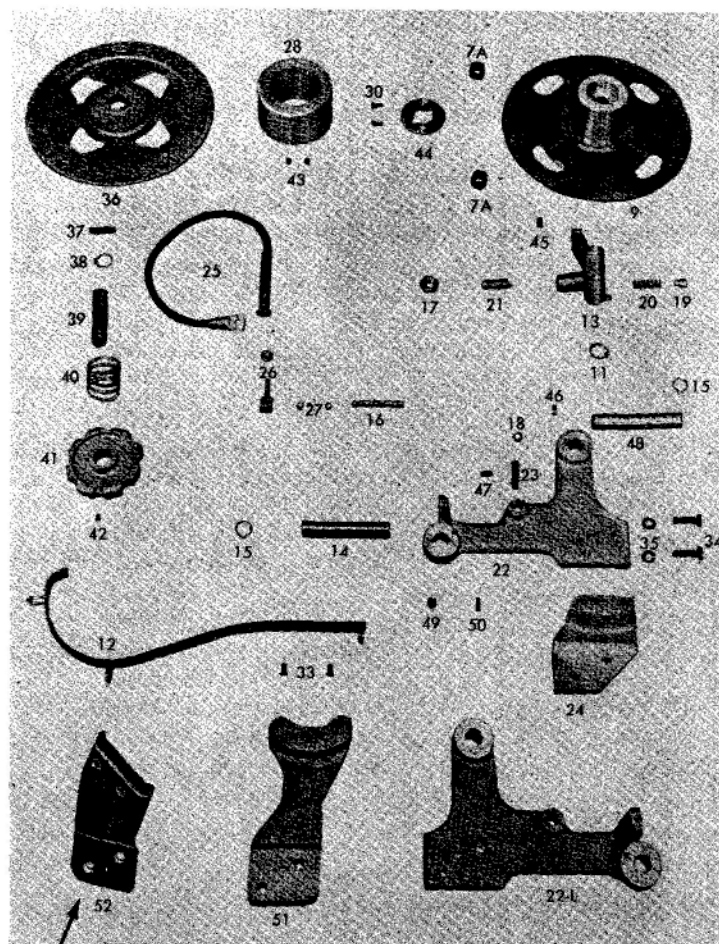


# AA-662D / 25 POUND CONTROLLED WIRE COIL HOLDER

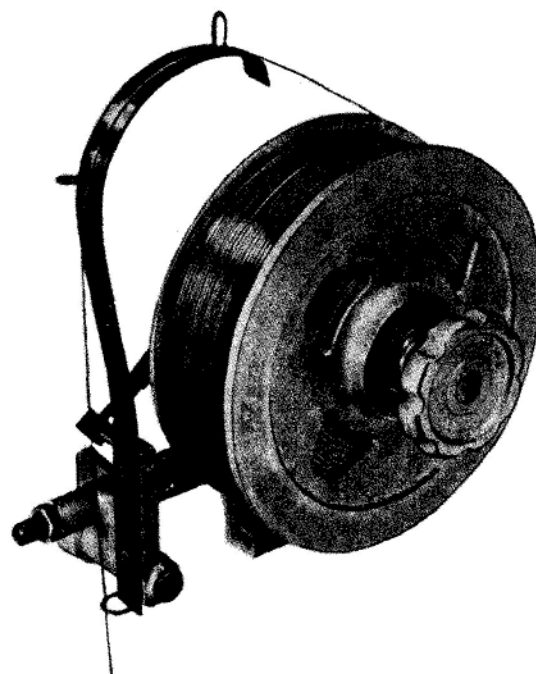
Can also be used with 5 and 10 pound coils.

Numbers following the D letters on parts list . . . show on parts photograph . . .

- A-662-D-7A Bearing, Oilite
- A-662-D-9 Rear Plate, Spool Holder
- A-662-D-11 Lock Washer, Main Shaft
- A-662-D-12 Spring, Wire Tension Control
- A-662-D-13 Braking Block, Tension Spring
- A-662-D-14 Shaft, Braking Block
- A-662-D-15 Lock Ring, Main and Block Shaft
- A-662-D-16 Stud, Brake Swivel Connecting
- A-662-D-17 Lock Nut, Brake Tension Adjusting Screw
- A-662-D-18 Lock Ring, Brake Belt Anchor Stud
- A-662-D-19 Plunger, Brake Tension Spring
- A-662-D-20 Spring, Brake Tension
- A-662-D-21 Screw, Brake Tension Adjusting
- A-662-D-22 Main Casting, Spool Bracket (R.H.)
- A-662-D-22L Main Casting, Spool Bracket (L.H.)
- A-662-D-23 Stud, Brake Belt Anchor
- A-662-D-24 Mount, Spool Bracket (Inland)\*
- A-662-D-25 Belt Assembly, Brake w/Swivel
- A-662-D-26 Stud and Lock Nut, Brake Tension Swivel
- A-662-D-27 Lock Ring, Brake Swivel Stud
- A-662-D-28 Spacer, 3-3/4" Core
- A-662-D-30 Screw, Flat Head (2-1/2" Core)
- A-662-D-31 Screw, Flat Head (3-3/4" Core)
- A-662-D-33 Screw, Flat Head
- A-662-D-34 Cap Screw, Hex Head (Inland 2" length) (Bliss 1-1/2" length)
- A-662-D-35 Lock Washer
- A-662-D-36 Face Plate, Spool Holder
- A-662-D-37 Roll Pin, Face Plate Release Assy.
- A-662-D-38 Lock Ring, Face Plate Release Assy.
- A-662-D-39 Shaft, Face Plate Release Assy.
- A-662-D-40 Spring, Face Plate Release Assy.
- A-662-D-41 Knob, Face Plate Release Assy.
- A-662-D-42 Set Screw, Knob
- A-662-D-43 Set Screw, Spacer (3-3/4" Core)
- A-662-D-44 Cam, Spool Lock
- A-662-D-45 Set Screw, Brake Swivel Connecting Stud
- A-662-D-46 Set Screw, Main Shaft
- A-662-D-47 Set Screw, Brake Belt Anchor Stud
- A-662-D-48 Shaft, Main Spool
- A-662-D-49 Set Screw, Brake Block Shaft
- A-662-D-50 Roll Pin, Block Stop
- A-662-D-51 Mount, Spool Bracket
- A-662-D-52 Mount, Spool Bracket



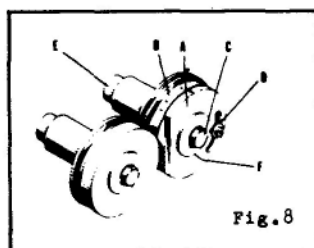
2 Screws  
5/16-18x1" Long  
HEX HD. SCR.



## STITCHER ADJUSTMENT AND MINOR REPAIR PROCEDURE

**STAPLE LEG ADJUSTMENT FOR ARCHED WIRE MACHINE:** The standard leg length is approximately 1/2 inch when the machine is shipped from the factory. This accommodates anywhere from two to four thicknesses of single wall corrugated. For proper stitching, the legs of the staple should be equal. The length of the left leg is determined by the thickness of the cutter blade, No. 110-569.

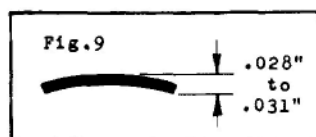
The relationship of the flat on the cam plate (Index A; Figure 8) with the flat on the right hand feed wheel (Index B; Figure 8) determines the amount of wire which is fed into the machine.



The right hand feed wheel controls the length of the right stitch leg. Move cam plate clockwise to obtain less wire draw; counter-clockwise to obtain more wire.

**TO ADJUST THE CAM PLATE:** Turn off the motor and loosen feed wheel screw (Index C; Figure 8). Since turning this screw causes the gears to rotate, unless held in place, it is necessary to apply clockwise pressure on a screwdriver inserted in the driver link. Loosen Allen cap screw (Index D; Figure 8) and turn cam as required. The top side of the right hand feed wheel has graduated markings. Move the arrow on the cam plate left, one mark, to increase the right leg 1/8 inch. Move the arrow right, one mark, to decrease the right leg 1/8 inch. After making cam plate adjustment, tighten Allen cap screw and feed wheel screw, while applying counterclockwise pressure on the screwdriver inserted in the driver link. This operation should be repeated until the lengths of stitch legs are equal, or there is not more than a 1/64 inch variation.

### CORRECT AMOUNT OF ARC FOR ARCUATE STITCHING:

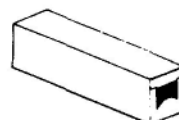


Unless there is a correct amount of arc in the wire (Figure 9) the stitches may not penetrate or clinch properly.

**IF THE STAPLE LEG SIZE IS TO BE CHANGED,** it is not only necessary to change the cutter blade thickness, but also adjust the wire feed so that the right leg will be changed accordingly.

**CLINCHER BLOCK ADJUSTMENT.** With the switch turned off and the post in position, place a sample of the work to be stitched on top of the clincher block. Step on the foot pedal and slowly turn the pulley by hand to engage the clutch, which will move the former and driver mechanism downward. When this mechanism is at its lowest point, the material should be held snugly between the clincher block and the end of the former. If it is too tight, you can lower the clincher block by unlocking the lock screw in the knurled clincher block adjusting nut, part No. A 439-D. If it is too loose, bring the clincher block adjusting nut up so that the material is compressed enough to hold the material firmly. Remove foot from pedal and continue to turn pulley until machine is in its neutral position.

**IF MACHINE IS NOW TURNED ON,** a clicking noise may result. Drive one stitch by power with material in place to catch the staple. Clicking noise, which was due to turning machine over by hand, will disappear.



### CUTTER TUBES:

**AA-316-2A:** When inserting a new cutter tube, be certain that the machine is in the idle position, with the FORMER AND DRIVER at the highest point of its travel. Insert the tube so that the narrow opening (which is the cutting edge) is against the cutter blade (Part No. 110-569), with the "U" shaped wire opening in an inverted position. Push the cutter tube into the head of the machine until it touches the CUTTER BLADE. Hold lightly in that position when tightening the cutter tube lock screw (A-177) securely.

**IF THE CLUTCH PIN CLICKS** after the machine is operating, the brake shoe is too tight or too loose. The proper stopping position of the clutch (Part No. A-851) is when the oil hole points directly upward in a 12 o'clock position. If the oil hole in the clutch has not come up far enough to this position, the brake shoe is too tight; and it will be necessary to loosen the brake adjusting screw (Part No. A-417) a quarter turn at a time until the oil hole is stopping correctly.

On the other hand, if the oil hole has gone beyond this stopping position, it will be necessary to tighten the brake adjusting screw a quarter turn at a time, to eliminate the over-running position of the clutch.

**IF THE CROWN OF THE STAPLE CRACKS** at the corners, this can be caused by too much compression, due to the clincher block being too high, or possibly having the corner of the driver end chipped. Reduce the compression of the staple by lowering the clincher block slightly. If this does not remedy the condition, check the end of the driver (Part No. A-300-U2A) to see if the corners are chipped.

**IF BOTH LEGS OF THE STAPLE** are spread out so far that they miss the clincher block, it is caused by the grooves in the former (Part No. A-315-U2A) having become worn.

## STITCHER ADJUSTMENT AND MINOR REPAIR PROCEDURE

**IF ONE LEG MISSES** the clincher block, it may be that the clincher block is out of line, or that there is a burr on the wire at the time the wire is cut off. This diverts the leg as it travels through the material. If a burr is present, replace cutters to insure a sharp cut off.

**IF A STRAIGHT PIECE OF WIRE** or a partially formed staple falls out of the machine on to the box, this is usually caused by the anvil torsion spring being loose so that the anvil kicks forward prematurely at the moment of cut off. This is corrected by turning stud No. A 3076 to exert more tension on to the spring. To do this, insert an Allen wrench into the left hand side of the anvil spring stud and hold it firmly while the nut on the right hand side is loosened with a wrench. When the nut is loose, you can push the Allen wrench downward approximately a quarter turn and hold it in that position while the nut is retightened. Do not exert too much pressure, as you will shorten the overall length of the spring, reducing its effectiveness. If the spring has become set or overwound, it will be necessary to replace it with a new spring.

**CLUTCH PIN:** Power from the main drive wheel (Part No. A-470-B) is delivered to the drive shaft (A-850) through the engagement of the clutch pin (No. A-400) with the main drive wheel pins (A-406). This complete assembly can be seen in perfect detail on page 27 (Ideal Stitcher Operating Instructions Book). The clutch pin gradually wears with use and eventually causes a clicking noise. The machine will not stitch when the pin becomes badly worn, and does not engage with the main drive wheel pin. The same condition occurs when a broken clutch pin spring (No. A-401) cannot push the clutch pin part (A-400) out of the clutch hub part; or when the clutch plate (A-402) raises a burr on the pin and causes it to stick in the hub. Occasionally the machine will continue to stitch because the clutch pin breaks, and becomes wedged between the main drive wheel pin (A-406) and the clutch hub (A-851).

### **TO REPLACE THE CLUTCH PIN (A-400), or the spring (A-401):**

1. With the machine in neutral and the power off, remove the pulley guard cover (A-911).
2. Slip off the VEE BELT and remove the split collar (A-1099-B) from the end of the drive shaft (A-850).
3. Remove the main drive pulley from the shaft.
4. While holding your hand over the clutch pin hole in (A-851) clutch hub, step on the foot pedal so that the clutch plate (A-402) releases the clutch pin.
5. Push in the new clutch pin, making certain it works freely and does not bind. Be sure clutch pin spring (A-401) is in the clutch pin, before inserting it into position in the hole of the clutch.
6. Hold the pin so the end is flush with the side of the clutch hub, and release the pressure on the foot pedal, so that (A-402) clutch plate will hold the clutch pin in place.
7. Reassemble the machine and turn it over by hand to make sure it is working properly.

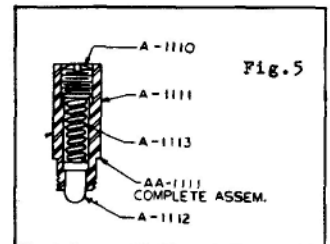
**DRIVE PINS:** Each main drive wheel contains three drive pins (No. A-406). The clutch pin (A-400) engages these pins, causing the main drive shaft (A-850) to rotate. The drive pins wear with use and must be replaced. However, the original pins can be given a quarter turn and used a second time.

### **TO REPLACE OR TURN THE DRIVE PINS:**

1. With the machine in neutral and the power off, remove the pulley guard cover (A-911).
2. Slip off the VEE BELT and remove the split collar (A-1099-B) from the end of the drive shaft (A-850).
3. Lift the main drive wheel (A-470-B) off the shaft.
4. Insert a drift pin in the holes and knock the drive pins out.
5. Re-insert drive pins, making sure that the tops are flush with the top surface of the main drive wheel hub (No. A-470-C).

**WIRE GUIDE FRICTION:** Part No. AA-1111 shown on the head assembly drawing, exerts constant pressure on the stitching wire as it passes through the wire guide (No. AA-349-B).

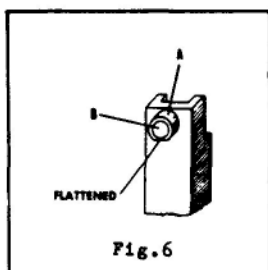
This pressure prevents the slack wire which sometimes occurs between the check pawl (A-336), and the cutter blade (110-569) from creeping forward and protruding from the cutter tube (AA-316-2A). If this should happen, the cutter blade (on the upstroke) bends the end of the wire and forms a large burr, which will stick in the anvil (A-305-U2-A) and cause the wire to buckle; or cause a defective stitch. This complete wire check assembly (AA-1111) should work properly if no parts are missing. See Figure 5.



**VEE BELT:** The Vee Belt (A-913) transmits power from the motor pulley to the main drive wheel (A-370-B). An improperly adjusted belt will wear out rapidly. If the belt is too loose, the machine runs slower than normal; and if the belt is too tight it will cause excessive wear on the main drive wheel and drive shaft. A properly adjusted belt fits snugly on the main pulley and the motor pulley of the machine. These two parts should be centered so that the belt runs in a straight line. Since the Vee Belt contains rubber, make certain that it is kept free of oil which will cause it to rot and slip.

**BRAKE BRACKET:** Part No. A-420-D. The brake bracket exerts a constant pressure on the clutch part (A-851) so that the machine always stops in a neutral position. If the brake is too loose, the machine will repeat and continue to stitch even after pressure is released from the foot pedal. If the brake is too tight, it will often slow down the machine by creating a drag on the motor. This causes the motor to heat up. Excessive brake tension will occasionally cause a clicking noise in the clutch.

**FORMER ROLLER PART NO. A-310:** It is mounted on the rear of the former housing part (A-315-U2A) by means of the roller stud (A-311). It rides in the track of the former cam part (W SA-8346) and is the means by which the former and driver assembly (AA-315-U2A) is raised and lowered for each stroke. Excessive compression of the work material, or jamming of the machine will cause the roller to flatten, as in Figure 6. Lack of oil will cause this part to bind on the stud and not rotate properly. More often, the lack of oil will cause the roller to wear on the stud, creating a loose fit. See Figure 6 detail "A" Roller, and detail "B" Stud.



**AS A RESULT** of this wear, the former and driver assembly rides too low. In addition, the cutter blade will not clear the exit of the cutter tube when the formers are at the highest point of their stroke. This causes the wire to buckle between the feed wheels and the feed tube. To check the former roller, remove the former and driver assembly. If the roller is worn, it must be replaced by driving the stud part (A-311) out. The new stud and roller should be driven in and the stud peened over and filed flush with the surrounding surface.

It is very important that the stud be driven in straight, so that the roller will ride flat in the cam. Oil roller before replacing former and driver unit.

**R- CLUTCH PLATE PART NO. A-402:** This plate holds the clutch pin part (A-400) in a retractive position in the clutch (A-851). When the foot pedal is depressed, the clutch plate should lower sufficiently to clear the clutch pin, allowing the pin to spring forward and engage the drive pins on the drive wheel.

The proper setting of the foot pedal permits approximately 1/16 inch clearance between the clutch plate and the clutch pin, when the pedal touches the floor.

If the tip of the clutch plate breaks, the machine will continue to stitch without pressure on the foot pedal. The plate can be replaced by removing the cotter pin which holds it to the trip rod.

#### S- MAIN DRIVE; PART NO. A-470-B and A-470-F:

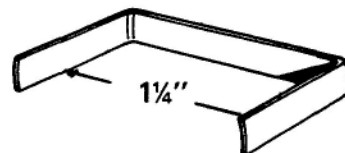
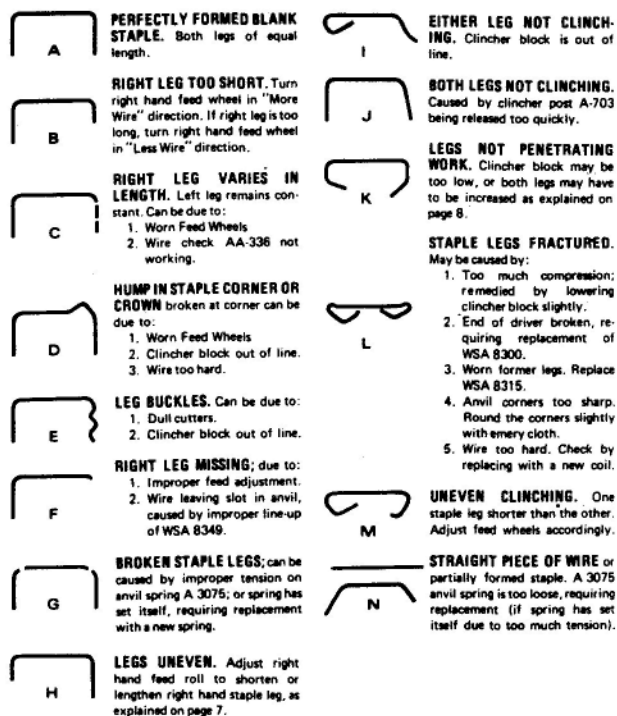
While the motor is running, the main drive wheel rotates constantly on the drive shaft (A-850). When the foot pedal is depressed, the clutch pin engages the drive pins, and causes the shaft to rotate. If the main drive wheel is not oiled sufficiently, it will wear rapidly. Excessive tension on the Vee Belt will also cause wear of this part. Occasionally, the main drive wheel will freeze on the shaft, and the machine will stitch without pressure on the foot pedal. To free the drive wheel, remove the guard, slip off the Vee Belt, unscrew the cap screw from the end of the drive shaft; and fill the drive wheel oil cup with a light penetrating oil. If the drive wheel cannot be removed from the shaft by hand, place a wooden block near the drive wheel hub (A-470-C), and pound off with a hammer. After the drive wheel has been removed from the shaft, clean the oil groove, clean the bearing surface of the drive wheel; and polish the drive shaft with a light emery cloth, removing all burrs. Oil the bearing surfaces well with SAE 20 oil, and re-assemble.

### THIS CHART CAN BE YOUR "FIRST AID"



in quickly solving reasons for imperfect stitches and making the right adjustment for improving the stitching operation. Most stitching defects are caused by improper adjustments. These staple illustrations will tell you what is wrong. Keeping a most perfect staple will result in better stitching.

For illustration purposes, staples are shown with straight legs. Actually, blank staples made on a machine will have the legs of the staple spread out, due to the inherent springback characteristic contained in the wire. In the actual stitching operation, the material being stapled will support the legs as soon as they protrude out of the former; so that the staple legs will penetrate straight through the material and contact the clincher block.



#### CAUTION:

Before analyzing defective stitches, check for correct wire dimensions.

## SUPPORTER ASSEMBLY

1 1/4 Crown; .020 x .103 Arched Wire

Ideal Wire Stitcher/5-1-78

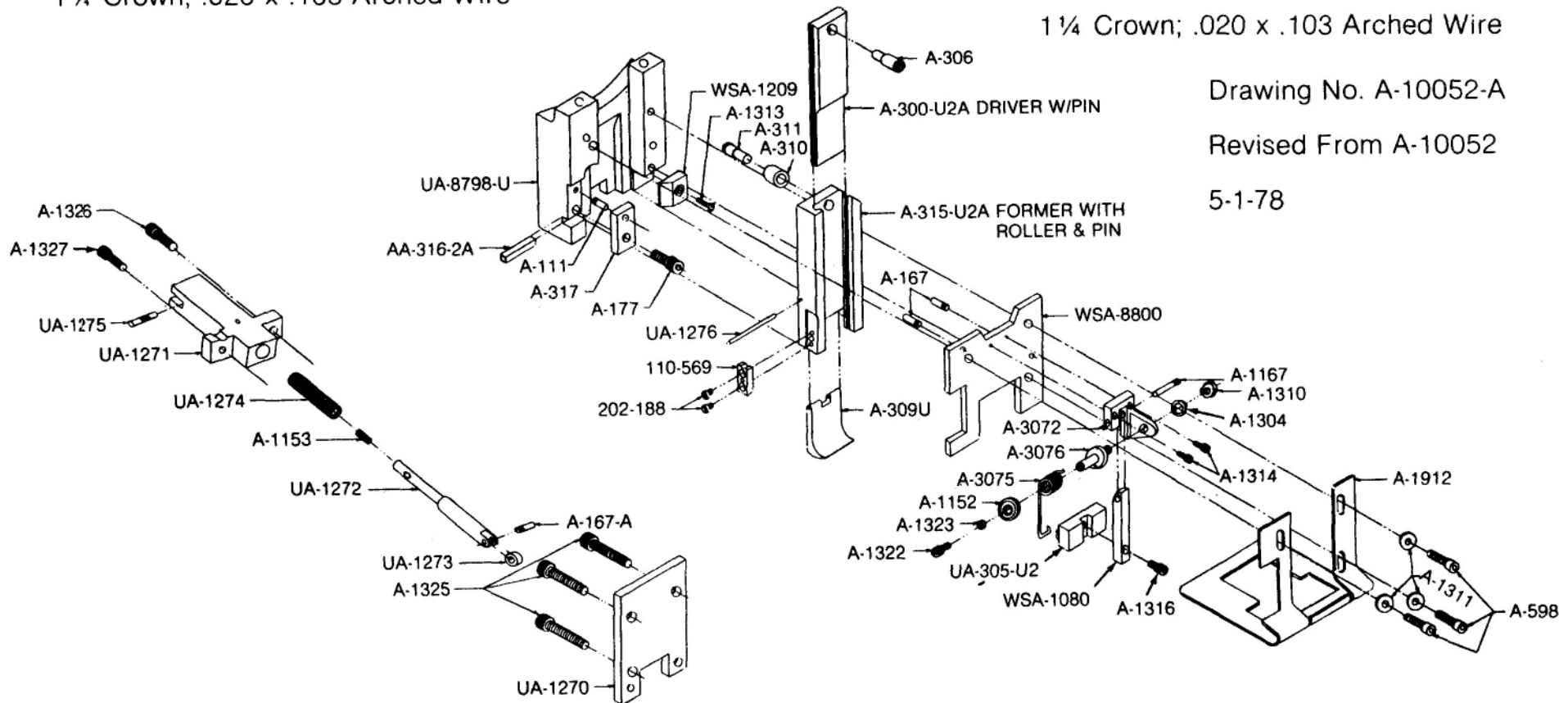
## SLIDE BOX FORMER & DRIVER FACE PLATE ASSEMBLY

1 1/4 Crown; .020 x .103 Arched Wire

Drawing No. A-10052-A

Revised From A-10052

5-1-78



## Ideal Wire Stitchers

MANUFACTURING SINCE 1933

## SPARE PARTS EMERGENCY KIT:

### CONSISTING OF:

- |                                 |                             |
|---------------------------------|-----------------------------|
| 1—ANVIL POST (WSA-1080)         | 1—SUPPORTER (A309-U)        |
| 1—ANVIL STUD (A-3076)           | 1—CLUTCH PIN SPRING (A-401) |
| 1—ANVIL SPRING (A-3075)         | 1—CLUTCH PIN (A-400)        |
| 2—CUTTER BLADES (110-569)       | 2—CUTTER TUBES (AA-316-2A)  |
| 4—CUTTER BLADE SCREWS (202-188) |                             |

KIT PART NUMBER: UAA-300-1 1/4" Crown, .020 x .103 ARC

### CONSISTING OF:

- |                                 |                             |
|---------------------------------|-----------------------------|
| 1—ANVIL POST (WSA-1080)         | 1—SUPPORT (A-309-U)         |
| 1—ANVIL STUD (A-3076)           | 1—CLUTCH PIN SPRING (A-401) |
| 1—ANVIL SPRING (A-3075)         | 1—CLUTCH PIN (A-400)        |
| 2—CUTTER BLADES (110-69)        | 2—CUTTER TUBES (AA-316-2A)  |
| 4—CUTTER BLADE SCREWS (202-188) |                             |

KIT PART NUMBER: UAA-400-1 1/4" Crown, .028 x .103 Flat Wire

RECOMMEND A SPARE PART KIT TO BE KEPT IN YOUR STOCK

# IDEAL

IDEAL STITCHER DIVISION

## W. R. PABICH

MANUFACTURING COMPANY INC.

2323 N. Knox Avenue - Chicago 60639

Phone: 312 486 4141

WIRE

# STITCHERS

**W. R. PABICH MFG. CO. INC.**

2323 N. Knox Avenue, Chicago, IL 60639

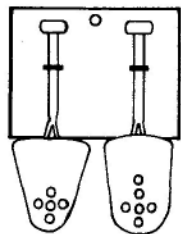
Phone: 312/486-4141

TWX 910 221 5345

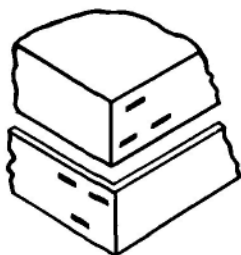
(Our answer back is "IDEAL SEAL CGO.")

Our cable address outside of the U.S.,

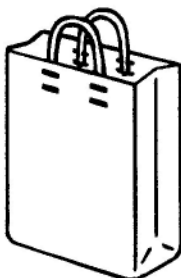
Mexico and Canada is "IDEAL SEAL.")



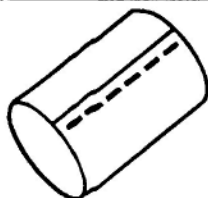
**Carding Stitchers**



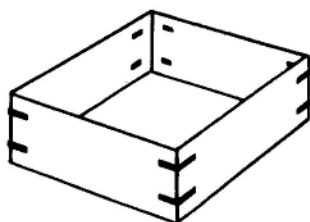
**Arm Stitchers**



**Bag  
Handle Stitchers**

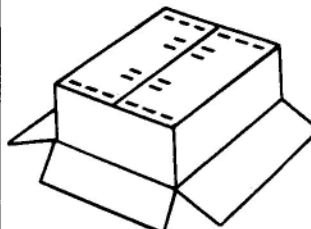


**90° Angle Stitchers**

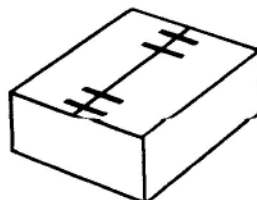


**Corner Stitchers**

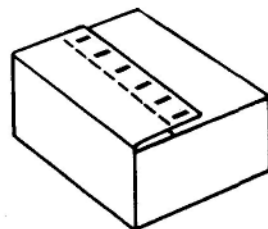
**Custom  
designed  
stitchers**



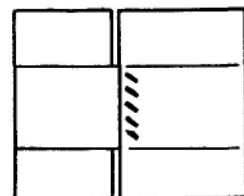
**Bottom Stitchers**



**Wide  
Crown Stitchers**



**Top Stitchers**



**45° Angle  
Stitchers**

