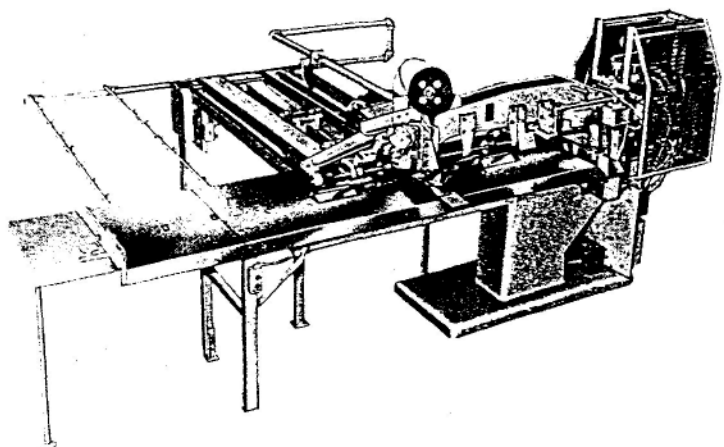


INSTRUCTIONS AND PARTS LIST
OF THE
RSCA 585H, AND 585J
AUTOMATIC
BOSTITCH WIRE STITCHERS

DO NOT START THIS MACHINE
or make any adjustments
until you have read the
instruction book carefully.

IDEAL STITCHER COMPANY
Division of W.R. Pabich Mfg.
2323 N. Knox Avenue
Chicago, Illinois 60639
Phone 773-486-4141 Fax 773-486-4812



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INSTALLATION, ADJUSTMENT AND MAINTENANCE of BOSTITCH RSCA 585H, & 585J STITCHERS

MODEL 585H — HIGH BASE — 54" TABLE HEIGHT — HAND FEED OPERATION WITH OR WITHOUT ELEVATOR
MODEL 585J — LOW BASE — 38" TABLE HEIGHT — HAND FEED OPERATION WITH OR WITHOUT ELEVATOR

SIZE OF WIRE: — RIBBON
WIDTH OF STAPLES: — 7/16"

STITCHES PER MINUTE: — UP TO 400
H.P. 1 — 1725 R.P.M.

This machine is designed to stitch boxes up to a combined thickness of 3/8" (two thicknesses).

Care must be taken that the wire used is the proper size for the Former and Driver furnished with the machine.

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

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 the stitcher is therefore most desirable for every person responsible for its operations, 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 with regard to equipment, so that same may be identified quickly.

ESSENTIAL POINTS IN STITCHING

The legs of the staple must be the same length.

The same amount of wire must be fed at each revolution.

The wire must enter the gripper freely.

The cutter knife and cutter tube must be sharp and properly adjusted.

The open-head device or clincher must be adjusted for the thickness of board to be stitched.

The wire spool must be free to turn and wire must not be allowed to become tangled.

The machine must be **KEPT CLEAN AND PROPERLY OILED**. An inspection of machine will readily disclose places to be oiled. Be sure to check for oiling parts that are beneath the table.

INSTALLATION

All fixed adjustments of your machine were properly made before shipment, and to put it into service it is only necessary to clean off the grease, see that the machine is properly and completely oiled, thread the machine with the proper size wire, and make the necessary adjustments for box to be stitched.

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:

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

Place the machine on a level floor, using shims under the base if it is necessary to prevent any movement or rocking. **Examine the nameplate on motor and see that its specifications are the same as those of the power to be used.** Unless these requirements are met with, do not attempt to operate the machine.

See that motor is free to revolve when large pulley 585012 is turned by hand. Be sure that the V-Belt is under proper tension, lowering motor platform slightly if too tight, or raising it if belts run loose. After any adjustment, see that the motor plate screws are tight.

Make ground connection between stitcher and conveyor as shown on Diagram No. 13, page 43A.

Connect power to disconnect switch and start motor running: **NOTE!** Before starting motor, be sure that the main clutch is not engaged. In other words, flywheel 585012 (Photo No. 10) should turn freely without turning over the stitcher head or mechanism in the rear of the machine.

After the motor is started, see that it runs freely, without undue noise, and that the large pulley rotates clockwise as viewed from the front of the machine. Should it rotate counter-clockwise, motor wiring should be reconnected by an electrician in order to reverse the direction of rotation.

NOTE:—Before oiling the machine, making any adjustments, or putting wire into the stitcher head, **be sure that the motor is shut off.**

Be sure that the machine is oiled thoroughly at all points before operating. See "Lubrication" for directions and list of points.

Next set the open-head device (Photo No. 2) for the thickness of stock to be stitched. Open-head can be raised and lowered by means of screws UA6824.1 and UA6520.1.

WIRE THREADING AND FEED.

Place a spool of wire of proper size on the spool holder, the wire leading to the left from top of spool. Remove Oiler Felt 70H from Oiler 69H. Put wire into small hole in the Oiler and push through wire feed tube and into head. Place Oiler Felt around the wire and Oiler. Saturate felt with oil. Adjust tension on brake by turning Brake Support Stud to the right for increased tension and to the left for decreased tension.

Note:—If tension is too great 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.

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 133H on stitcher head and then straighten out about 6" by drawing through the fingers.

The end of the wire to be inserted in the machine must be just as straight as possible. See page 5 BSA 486.

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

CAUTION: Before running machine be sure that rubber feed rollers are not set too close so as to put excessive load on operating parts. See page 3, for instructions for setting.

Start motor and drive some staples into board, and, if necessary, adjust clincher height to get desired tightness of clinching.

LUBRICATION

The machine should be oiled at the beginning of each eight-hour run. The oil holes and oil cups are easily found on the stitcher head and on the machine. **NOTE:**—An examination underneath the table will disclose a few additional places to oil. In addition to the above oiling, the following points should be oiled frequently.

1. Supporter unit on stitcher head.
2. Spool holder spindle.
3. Anvil (Gripper) 119H and anvil throwout block 123H.
4. Auxiliary brake lever 25490 (Photo No. 11) between lever and brake hold down roll assembly 25762A.
5. High speed disk clutch yoke shifting shoes (Photo No. 6) and tooth clutch yoke shifting shoes (Photo No. 7), also see Diagram No. 11 for additional oiling of H.S. clutch unit.
6. Squirt oil occasionally onto ratchet 585160 (Photo No. 8) and surrounding parts.

7. When running the lower box feed rubber rollers loose on the shaft be sure that they are greased.

8. There are other parts, etc., to be lubricated which will be pointed out in other sections of this book.

OPERATION

Before attempting to make the necessary adjustments required for various sizes of boxes, etc., a brief outline as to how the machine works should be of help.

Assuming that the machine has been set up for the required number of staples, proper location of side gauges, etc., and the motor started:

Blanks are folded and fed into and through the openhead device to the feed rollers. These rollers are revolving at a high rate of speed and feed the box up to the trip gauge which, by means of a switch and a solenoid, causes the main clutch to be engaged. Just prior to the clutch being engaged, the high speed rollers are brought to a stop and these rollers are then moved step by step to act as the staple spacing feed rollers. When the last staple is made or driven, the rollers are again revolved at the same high speed shown above, to eject the box and be ready to feed the next box up to the trip gauge. The conversion of the rollers from high speed to intermittent feed and from intermittent feed back to high speed is practically instantaneous. When the last staple of a box has been driven and the feed roller conversion has taken place, the main clutch is disengaged, thus leaving the stitcher head and other mechanism inoperative until a new box is inserted in the feed rollers, which are at this time running at high speed.

LOCATING FIRST STAPLE

Referring to Photo No. 3, the trip gauge plate unit can be seen.

Screws UA5110.1 in the trip gauge plate 585101A should be loosened. Only one screw is shown on photo but the other screw is on the opposite side.

With the screws loosened, simply slide the trip plate unit forward or backward until the back edge of the trip gauge plate as shown at (B) registers with a mark on the scale on bar 585177A that corresponds to the distance from the end of the flap to location of first staple in box. Tighten screws firmly, making sure that the trip gauge plate does not bind in the stripper member 585021.

It will be noted that there is a stripper member which moves integrally with the trip plate unit. This member should at all times be free to move and should be remeshed with the trip plate member in case it has been necessary to disassemble this unit for repairs, etc.

CAUTION:—Shut motor off before making trip gauge adjustment.

TO SET SIDE GAUGES (For Models #585H & #585J)

Refer to photo No. 6.

Loosen handwheel screws 229-56 on front and rear side gauges 585234A, 585235A, 585236A and

585237A. Fold and insert box through open-head. Locate box in proper relation to open-head for stitch required and bring side gauges up to edges of box. Do not set gauges so tight as to cause binding action on the box.

TO SET END FLAP DEFLECTORS

Refer to photo No. 1 and photo No. 2.

These deflectors 25951A and 25660 are used to guide leading end of box under front of trip gauge unit. It is only necessary to readjust these deflectors for particular cases such as going from one extremity of box thickness to another—, etc.

To adjust deflector 25951A (photo No. 2) loosen screw "A" and move front end or end nearest trip gauge up or down as required. Do not set so as to cause too much pressure on the box. Tighten screw firmly.

To adjust deflector 25660 (photo No. 1) loosen screw "A" and move front end or end nearest trip gauge up or down as required. Do not set so as to cause too much pressure on the box. Tighten screw firmly.

TO SET FEED ROLLERS FOR THICKNESS OF BOX

Loosen lock nut 25752A (photo No. 10) and back out screw 25499A approximately $\frac{1}{4}$ " to $\frac{3}{8}$ ". Turn hand screw 25445A (photo No. 10) to raise or lower rollers to setting desired. This opening should be such as will obtain satisfactory spacing of staples with screw 25499A left in the backed out position mentioned above. This applies more particularly when using the Last Staple Register Unit.

On certain types of boxes where the front or leading edge of the box is being damaged excessively by its contact with the trip gauge, the following steps should be taken.

1. Increase the opening between the rollers so as to obviate or diminish the damage.
2. If this increased opening causes poor spacing of staples, turn screw 25499A until it just contacts lever 25500, and lock with nut 25752A.

NOTE:—Rollers must be in down position when making above adjustments.

CAUTION:—Do not have rollers set to give more pressure than is required to satisfactorily step feed the box.

TO SET MACHINE FOR NUMBER OF STAPLES REQUIRED

There are two ways to set machine for number of staples.

The first method to be described is known as the "Dial" or "Counter Method".

The second method to be described is known as the "Last Staple Register Method". Under this method, the unit is set so as to locate the last staple in the exact position required, regardless of the spacing that takes place between the first and the last staples.

Normally, the first method would be used on those types of boxes having a small number of staples, or boxes where the proper location of the last staple is easy to obtain and maintain.

The first method can also be used as an emergency measure during the time the Last Staple Register Unit may be temporarily out of order.

With the first method, the machine can be set for a range of 3 to 45 staples inclusive.

DIAL OR COUNTER METHOD OF SETTING MACHINE FOR NUMBER OF STAPLES REQUIRED

Before setting machine as per description below, the following steps must be taken.

Items 1 through 4 apply only if machine has been set up to use "Last Staple Register Method".

1. Remove part 585246 (photo No. 9). **Do not loosen screws in the clamp member 585247.**
2. Loosen screw (A) (photo No. 3), push lever 585194 down to horizontal position, and lock in this position with part 585306.
3. Unhook spring 585244 (photo No. 14) from cam lever 585193A.
4. By means of latch lever 585034A (photo No. 15) unlock gate 585036, and push gate down so boxes can pass over it.

Referring to dial 585112A (photo No. 9) it will be noticed that it is calibrated in multiples of 5, i.e., 5-10-15, etc. Each notch in this dial represents one staple. To set for number of staples required, simply pull lever 585004 (photo No. 9) out of notch and turn arm to point where arrow (A) can be inserted into notch representing the number of staples required. The numbers stamped on dial can be used as a quick means of determining correct notch for number of staples required. For example, if 12 staples are required, pull out lever 585004, turn and insert arrow (A) into two notches past the mark No. 10 on the dial.

TO SET MACHINE FOR SPACING BETWEEN STAPLES UNDER THE DIAL OR COUNTER METHOD

Refer to photo No. 7.

Loosen nut HN71614, and turn adjusting screw knob 585065A, which moves indicator 585174 to spacing desired. Moving indicator towards inner end of arm 585014 will increase distance between staples, and moving indicator towards outer end of arm will shorten distance between staples. **Tighten nut HN71614.**

Several settings may be required to obtain spacing desired, and spacing should be checked with machine running boxes.

The maximum and minimum spacing that can be obtained is $2\frac{5}{8}$ " and $\frac{7}{8}$ " respectively.

Brake band 25089A is to prevent over-travel of step feed rollers. Adjustment can be made by brake band adjusting nut. However, it is seldom necessary to adjust brake and **CARE SHOULD BE USED NOT TO HAVE BRAKE SET TOO TIGHT**, as it will put undue load on motor and parts.

Brake band composed of parts 25929, 25539A and 25930A shown on photo No. 11 and called auxiliary brake unit, is also for the purpose of preventing over-travel of the feed rollers when they are acting as step feed rollers. This brake is adjusted by turning the Brake Hold Down Roll Assembly, 25762A to give pressure required. Both

of these brakes act to control the accuracy of the staple spacing. **CARE SHOULD BE USED NOT TO HAVE THESE BRAKES SET TOO TIGHT. KEEP BRAKES FREE FROM OIL!**

See section of this text devoted to poor staple spacing and remedy.

Assuming that the machine has been set up for a box according to the preceding instructions, the machine is ready to run.

TO SET MACHINE FOR TIE STITCH WHEN USING THE DIAL OR COUNTER METHOD

Refer to photo No. 8 and diagram No. 5.

Two more staples than used for single stitching are required when tie stitching is used.

After setting staple selector dial to number of staples required, set mark (representing number of staples required and corresponding with staple dial setting) on sleeve 585128 (photo No. 8) to mark on lock sleeve 25424A, and tighten screw in sleeve 25424A. This setting applies whenever the number of staples is changed.

Pull down lever 585146 (photo No. 8).

The above directions constitute setting for tie stitch.

If lever 585146 is not pulled down, the only result will be that the first box only will not have a tie stitch at the front end. If sleeve 585128 is not set properly, the result will be that two or more consecutive tie stitches will be made and resetting to proper mark will correct this.

When going from tie stitch to single stitches, loosen screw in sleeve 25424A, so that the cam is inoperative and ready to be set when tie stitching is again desired.

Pull lever 25212A up.

If the tie stitch spacing is not as desired, loosen nut (C) on 585190 (Tie Stitch Latch Block), (diagram No. 5), and turn screw (D) to increase or decrease the spacing. Turning screw in increases space, and turning screw out decreases space. Tighten nut (C) when adjustment is finished.

There will probably be a slight difference in the spacing of the first and last tie stitches, the first tie stitch being spaced slightly closer than the last tie stitch. This should cause no concern as it is the normal operation of the machine.

Screw 25658B (diagram No. 5), located in bracket 585368A, is used for making the spacing of the staples in the last tie stitch on the box more nearly the same as in the first tie stitch.

This adjustment is seldom needed and should **ONLY BE MADE** when **DIFFERENCE** between spacings of first and last tie stitch is radically different.

If an adjustment need be made, loosen lock nut HN 51618, and then turn machine over by hand until the connecting rod 585006A is at the very end of its down stroke. Turn screw 25658B up until it just contacts the connecting rod. Tighten lock nut HN 51618 firmly and recheck setting by turning machine over by hand to see that there is no binding action with the connecting rod and screw. **NOTE:** If this adjustment is not made correctly, it will cause the connecting rod or other members to break when machine is run by power.

LAST STAPLE REGISTER UNIT

The Last Staple Register Unit is used in all cases where the proper location of the last staple is difficult to maintain.

This unit can be used on boxes where the minimum dimension from the leading edge of the box to the last staple is not less than eleven (11") inches. The maximum depth of boxes that this unit will handle is as follows:

- 60 inches with 24 inch end flaps and
- 81 inches with 3 inch end flaps.

LAST STAPLE REGISTER METHOD OF SETTING MACHINE FOR SPACING AND NUMBER OF STAPLES

There are two phases for set-up using this method to locate the last staple. One for single stitching and one for tie stitching.

For **SINGLE STITCH SET-UP** proceed as follows:

1. Referring to photo No. 3, be sure that cam lever 585194 is in the unlocked or vertical position. In other words, the part 585306 is located and held by screw (A) so that lever 585194 is free to move.
2. Be sure that spring 585244 (photo No. 14) is hooked to cam lever 585193A.
3. Obtain measurement from leading edge of box to where last staple is to be located.
4. Slide Last Staple Register Unit on bar 585310A (photo No. 14) so that end of unit carriage (see "A" photo No. 15) is set to scale on bar to correspond to dimension required for location of the last staple. Lock unit firmly in place with screws on top end of unit. **NOTE:** This is an approximate adjustment and a slight readjustment of unit may be required.
5. Make sure that cam lock 585246 (photo No. 9) is firmly attached to the cam lock hub 585247, and engaged in slot with cam 585184A.
6. Set staple dial lever 585004 (photo No. 9) to insert arrow (A) in No. 3 notch on dial 585112A.

NOTE: Regardless of size or number of staples in box, when using the Last Staple Register Unit for SINGLE STITCH OPERATION, the staple dial lever 585004 is always set at No. 3 notch on dial 585112A.

With the Last Staple Register Unit, the number of staples required in a box is obtained by setting the staple spacing unit, so that the staple spacing will accumulate to the desired amount. The spacing should be such that the correct number or one over the correct number will be obtained. When using this system, it will be noted that the next to the last staple will vary from the average spacing to a spacing close to or touching the last staple. It will be noted, however, that the last staple is in the correct position. If this pattern happens too frequently, a slight adjustment in the staple spacing will correct this condition.

TO SET MACHINE FOR TIE STITCH WHEN USING THE LAST STAPLE REGISTER METHOD

1. Set staple dial lever 585004 (photo No. 9) inserting arrow (A) in No. 4 notch on dial 585112A.

2. Set tie stitch cam sleeve 585128 (photo No. 8) with No. 4 mark coinciding with the mark on lock sleeve, 25424A and tighten screw in sleeve 25424A.

NOTE: The staple dial and tie stitch cam are **always set at No. 4 notch and mark regardless of the number of staples to be driven when setting up the tie stitch for use with the Last Staple Register Unit.**

3. Pull down lever 585146 (photo No. 8).

All other instructions for setting of tie stitch are the same as described on page 4, starting with directions "If lever 585146 is not pulled down, etc., etc." and continuing through the "Note: If this adjustment is not made correctly, etc., etc."

TROUBLES AND THEIR REMEDY

Box does not feed accurately, thus causing poor spacing of staples.

This section applies to both the "Counter" system and the "Last Staple Register" system, but more particularly when using the "Dial" or "Counter" system. However, items No. 1, No. 2 and No. 3 below apply equally to both systems.

Remedy:—

Check to see if the lower feed rollers are loose on the shaft. If so, and boxes are being stitched square enough, then tighten these rollers.

Check for sufficient pressure of feed rollers. If pressure is not enough, make adjustment to bring rollers together. See page 3 for instructions to set feed rollers for thickness of box.

Check to see that brakes controlling overthrow of feed clutch and feed rollers are set properly. See page 3 for these instructions.

See that the feed rollers are clean and free from oil or other substances which could cause slippage. If feed rollers are badly worn down, they should be replaced. See that side gauges and deflectors are not set too tight and that box is free to move through openhead, etc.

Sometimes the 2nd staple is on top, or almost, of the 1st staple. This could be caused:

#1—By trip gauge not lifting up enough to clear box.

#2—By worn teeth or improper engagement of step feed tooth clutch #25435, photo No. 7.

#3—Box feed roller ratchet clutch may be worn—too much oil or dirt inside.

WHEN THE MACHINE PUTS IN THE WRONG NUMBER OF STAPLES

This section applies to both the "Counter" system and the "Last Staple Register" system, but more particularly to the "Dial" or "Counter" system. However, items (a) and (c) below apply equally to both systems.

- (a) It may be because staple dial 585112A (photo No. 9) is not returned to starting position; in which case more tension on drum spring 25110 is required.

To change tension on drum spring 25110. Loosen nut and back out screw (A) photo 9. Caution: Before allowing screw, which rests in a hole in the spring case 25020, to come out of hole, insert a rod in one of the other

holes in the spring case and hold it firmly to check movement of spring case. With the screw (A) out of the hole the spring case can be turned by means of the rod to amount of tension required, after which screw (A) should be screwed into nearest hole in spring case and nut firmly locked.

The spring tension should be only great enough to return staple dial 585112A when operating on 3 or 4 staples.

If wound too tightly the spring may break when operating with the higher bracket of staples, i.e., 25 to 45 staples.

As a new machine wears in this adjustment should be checked occasionally to see that no more tension is being used **than required to operate on 3 staples.**

- (b) If the staple dial 585112A (photo No. 9) rebounds on return, it can cause one less staple than dial is set for. Remedy (1): turn brake screw 25294A, (diagram No. 2), to put more tension on brake spring. Remedy (2): this trouble may also be overcome by reducing the tension of drum spring. Refer to section (a) in this group to change tension of drum spring.

- (c) Incorrect number of staples may also be due to incorrect setting of the screw that contacts the staple dial control switch LSY (photo No. 9). In other words, the screw is contacting the switch too soon and should be backed out to correct position.

If the staple count is one greater than the dial is set for, it is because the screw contacts the switch too late and should be turned in to correct position.

This could also be due to clutch repeating one revolution. If so, turn brake rheostat (A) up by degrees until corrected. (See photo No. 17.) See section entitled, "Clutch and Brake Adjustments."

Sometimes an extra staple is driven in the box because the weight of the trip gauge laying on the box causes it to be moved forward and trips main clutch. Reduce the weight of the trip gauge by means of adjusting springs 585365 (photo No. 3). Springs 585365 are made stronger by hooking ends into a higher hole on parts 585076A and 585077A.

BOX IS STITCHED WITH 1st STAPLE QUITE A DISTANCE AWAY FROM ITS PROPER LOCATION AND THE LEADING END OF BOX SHOWS NO MARKS, etc., from hitting the trip gauge plate.

If a check shows that the trip gauge plate is properly set, then the reason for the trouble is that the box has been fed so close to the preceding box that the trip gauge plate cannot drop between the boxes, and the clutch is being tripped later by the box as it passes under the trip gauge plate which is resting on box.

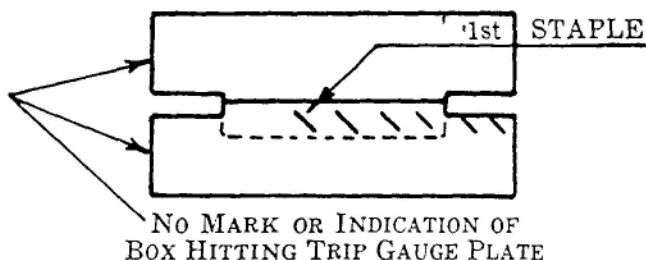
Remedy:—

Hook springs 585365 into a lower hole on parts 585076A and 585077A (photo No. 3). This will allow trip gauge plate to drop quicker.

If, however, because this spring has been made weaker, there is a tendency for the boxes to retrip machine as they are sliding under the trip gauge plate, then it may be necessary to readjust #210-297 trip gauge return spring to make it a little stronger.

The simplest solution to this problem would be to have operator slow down a little.

ILLUSTRATION OF BOX SHOWING ABOVE TROUBLE —



BOXES COME THROUGH MACHINE WITH THE 1st STAPLE O.K., BUT THE 2nd STAPLE AND OTHERS SHOW DEFORMATION OR BOX TEARING AT STAPLE POSITIONS. The staple spacing may also be very erratic. These troubles nearly always are the result of faulty functioning of the mechanisms that are supposed to keep the box feed rollers from revolving at a high speed during the cycle of stapling.

Remedy:—

1. Check the switch (called the high speed clutch switch) on right hand side of trip gauge unit to see if electrically correct. Check for broken wire, poor electrical contacts, etc. When checking switch, also check to see that all nuts, etc., in this unit are tight and are in place.

2. Check Solenoid No. 3 (photo No. 5) to see if it operates when switch plunger is depressed.

NOTE:—This solenoid is operated through relay CR1, and contacts CR1-2. See cable diagram.

3. If above items are correct, then check to see if the switch plunger is being depressed enough by the lever 585109A (photo No. 3) when the trip gauge unit is pulled all the way back. The switch plunger should be almost seated when correct. (See "R.H. or High Speed Roller Clutch Switch Adjustment", page 9.)

4. Solenoid is kept energized by lever 585020 (photo No. 3) when the auxiliary brake shaft has moved link 585088 to cause lever 585109A to operate switch plunger.

CAUTION:—Do not make any adjustments so that the switch plunger is fully depressed to a solid condition.

5. When the above items have been checked and are functioning O.K. and trouble still occurs then check to see that the auxiliary brake shaft 585104A (photo No. 10) is properly locked during the cycle of stapling. This lock is shown on photo No. 4 by members 25480A, 25535. The function of this lock is to stop the motions of the trip gauge

lifter lever, the auxiliary brake, and the up and down motion of the feed rollers during the cycle of stapling. It also functions to keep the high speed clutch disengaged by means of lever 585020 (photo No. 3), which, through link 585088, operates lever 585109A to keep switch lever depressed, thus keeping solenoid energized and the high speed clutch disengaged during the stapling cycle. If the auxiliary brake shaft lock does not lock up or stay locked, then the high speed clutch switch plunger is allowed to move out so that the circuit is broken and H.S. clutch is caused to function, thus making the box feed rollers revolve at high speed during the stapling cycle, which causes box to move and tear when formers are still on box.

To determine if lock is working properly, have machine in neutral, trip clutch, and turn over by hand with box between feed rollers. This will put pressure on the locking mechanism and take out the natural spring of parts, shaft, etc., so that adjusting of the lock will be correct for working conditions.

When the machine has been turned over so that the lever 25484B (photo No. 10) is on the high point of cam 585124, then lever 25480A (photo No. 4) should slip over or lock on the lower part of 25535 (photo No. 4). At this point, there should be a little clearance on the locking members.

If an adjustment of this lock has to be made, loosen screw on side of member 25535 and screw on top of same member. Move part 25535 to necessary clearance for positive lock and tighten screw on side. Turn screw on top so that it contacts lever 585196 and tighten nut firmly. When making this adjustment, try to keep clearance between locking members at a minimum, but regardless, be sure that lock takes place under actual working conditions.

If staple deformation or box tearing or former scuff marks still exist after remedies shown above have been applied, stitcher head may be out of time with step feed mechanism due to broken tooth on bevel gears or main drive shaft twisted or broken. If main drive shaft is broken, stitcher head will fail to operate. See "Instructions for removing main drive shaft, bevel gears, etc.", page 8.

BOX FAILS TO TRIP MACHINE FOR STAPLING CYCLE, ETC.

1. Roll pressure may not be enough. In which case the feed rollers will not cause box to move trip gauge unit to engage clutch switch.

2. Check to see that clutch rheostat, (D), (photo No. 17) is adjusted high enough to give clutch proper torque or pulling power. See section entitled, "Clutch and Brake Adjustments."

3. Main clutch switch (located on L.H. side of trip gauge unit) may be faulty or screw operating same may be improperly adjusted. See "L.H. or Main clutch trip switch adjustment", page 9.

4. See photo No. 17 and Wiring diagram. Check fuses FB2. Check to see that relay CR6 functions to release brake and engage clutch.

5. Check for all wire connections from switch to relay, etc. Also check for brush condition on clutch collector ring.

Box does not throw-out satisfactorily.

1. Check side gauges to see if they are too tight.
2. Check roll pressure to see if it is enough.
3. Check to see if trip gauge plate unit bears too heavily on box. If so, adjust the lifter spring 25079A (photo No. 3) to take some of the weight of trip gauge plate unit off the box. To make these springs stronger, hook into higher holes on parts 585076A and 585077A.
4. Check auxiliary throwout roller 585349A, (photo No. 12), for proper adjustment. See page 10 for adjustment instructions.

Boxes being stitched out of square.

These invariably are boxes whose stitching seams are so short or weak as to make a box that can be easily racked or twisted out of shape.

Remedy:—

1. Loosen lower L.H. feed roller 25639BA (photo No. 1) and try box through machine, leaving roller loose.
2. If adjustment 1 does not fully correct trouble, then loosen collars on each side of the roller, and move roller nearer to the center.
3. Loosen lower R.H. feed roller 25640BA (photo No. 1) if adjustments 1 and 2 do not correct the troubles.
4. Moving lower R.H. feed roller closer to center helps on some boxes.
5. Decreasing the feed roll pressure may help.
6. The collars on each side of the lower feed rollers are to be used for keeping the lower feed rollers (when set to run loose on shaft) in place to which they are set.

Note:—Do not run with loose rollers unless required for above reason, as poor spacing might result on larger or harder-to-feed boxes.

Note:—Be sure that these rollers are well greased when running loose on shaft.

7. Check to see that the deflectors on the open-head unit are not set too low as this will put too much pressure on panel of box, tending to force it back out of square. Do not use any more roller pressure than is required to feed box in and out and space staples properly.

Front end of boxes being excessively broken down due to impact with trip gauge unit.

On some types of boxes it will not be possible to eliminate all tendency of front end of boxes to be smashed in or broken down. However, difficulties in this respect may be greatly helped or eliminated entirely on some boxes by reducing the pressure of the box feed rollers. Reduction of pressure, however, should not go beyond that which is required to obtain satisfactory spacing of staples. See section entitled, "To set feed rollers for thickness of box", for changing the pressure of feed rollers, page 3.

Boxes come out of machine with no staples.

1. CHECK FOR FAULTY WIRE FEED; Wire may be tangled on spool; Wire feed clutch may be faulty.
2. May be because operator is feeding boxes too

fast in relation to the trip gauge or target dropping down. In that case, hook springs into a lower hole on parts 585076A and 585077A (photo No. 3). This will allow trip gauge to drop quicker.

Scuffing of Box.

If the box shows indications of scuffing approximately 3" ahead of first staple, it may be due to wrong relationship of main clutch switch and high speed clutch switch (located on trip gauge unit) timing. See "Switch adjustment (on trip gauge unit) main clutch and high speed clutch", page 9.

Trip gauge fails to raise up enough to come off box when box is fed against trip gauge plate.

This is an indication of too much load on trip gauge operating parts.

1. Check to see that feed rollers are not set up with too much pressure.
2. Check to see that auxiliary brake hold down roll assembly 25762A (photo No. 11) is not set for too much pressure.
3. Check to see that lifter arm 585019 (photo No. 3) raises trip gauge plate high enough to clear box by inserting box into feed rollers and turning machine over by hand.

If trip gauge plate does not clear box, check the following:

1. With machine in neutral be sure that drop roller adjusting screw 25499A (photo No. 10) contacts drop lever 25500. Now put box into feed rollers making certain that rollers are set to proper pressure to feed box to trip gauge plate.
 2. Trip clutch and turn machine over by hand until trip gauge lifter arm 585019 (photo No. 3) has lifted trip gauge plate up to its highest point.
 3. Loosen screws in arm 585019.
 4. Screw down the Brake Hold Down Roll Assembly 25762A (photo No. 11) to put extra tension on brake. Pull up on trip gauge lifter arm 585019 until trip gauge plate can go no further. Tighten the two screws in arm 585019.
- Check to see that the bottom of trip gauge plate is even or slightly above the bottom of stripper.
5. **Back out Brake Hold Down Roll Assembly 25762A to normal brake pressure!**

ADJUSTMENT AND MAINTENANCE OF STITCHER Electric Clutch and Brake Unit. Installation and Adjustment.

Refer to diagram No. 6 in 585 stitcher instruction book and Warner Electric Brake and Clutch Service Manual.

Whenever it may be necessary to remove the electric clutch and brake from the stitcher or to install a new clutch and brake unit, the instructions given on diagram No. 6 (585 stitcher instruction book) must be followed. The clutch and brake service manual shows the amount of permissible wear up to the point when the unit is worn out, together with other essential information.

To supplement the instructions given on diagram No. 6, when reassembling parts, drive pulley 585012 should be pushed tightly against collar (A) and then securely locked by means of eccentric collar (B).

If it should be necessary to install a new rear section drive shaft 585086A, (diagram No. 4), shaft can easily be removed after disassembling pulley, clutch, brake, etc. and loosening screws in coupling 585082A (diagram No. 4). When reassembling shaft in coupling 585082A, make sure that screws in coupling are firmly tightened.

Clutch and Brake Adjustments

The main control box contains the rheostats for adjusting the clutch and brake for proper operation.

The clutch rheostat (D) (photo No. 17) is set at approximately No. 70 to No. 100 graduation.

The brake includes an over excitation unit to provide for maximum braking efficiency. It is recommended that the stitcher be operated with this unit in operation except for certain conditions described below.

To put this unit into operation, simply move switch lever (B), (photo No. 17) to "ON" position and set brake rheostat (A) at approximately No. 50 graduation, or such graduation as will stop formers in non interfering position with box being fed through openhead.

If for any reason the stitcher is run at a slower speed, which would cause the over excitation unit to stop the stitcher too soon, change brake rheostat to a lower setting. If, after adjusting rheostat to a lower setting, stitcher still stops too soon, move switch lever (B), (photo No. 17) to "OFF" position and adjust brake rheostat to obtain proper stopping of stitcher.

If the over excitation unit fails to operate due to lamp (C) burning out or for any other reason, move switch lever (B) to "OFF" position and increase adjustment of brake rheostat (A).

Should the maximum adjustment of rheostat then fail to stop stitcher soon enough, stitcher speed must be reduced until the over excitation unit is again operating satisfactorily.

NOTE: The brake and clutch rheostats should in all cases be set only high enough to obtain satisfactory starting and stopping of stitcher so as not to shorten the life of the brake and clutch.

Switch Adjustment for Electric Clutch Disengagement and Brake Engagement at End of Stapling Cycle

When lever 585002A (photo No. 9) has been depressed by lever 585004, as last staple is being driven, adjust screw (C) (photo No. 8) to operate switch LS4 to disengage clutch and energize brake to stop machine.

To Remove or Change Main Drive Belt

Refer to photo No. 10.

Remove handwheel 585121. Loosen two top screws of outboard shaft bearing. 85678 so that guard bracket 585289A can be lifted free of

bracket 585016. Remove bracket 585016, disconnect and remove chain 85579. Main drive belt 85278 can now be removed.

INSTRUCTIONS FOR REMOVING MAIN DRIVE SHAFT (FRONT SECTION), BEVEL GEARS, ETC.

1. Take off openhead assembly by removing two screws UA6824.1 (photo No. 2).

2. Remove head by unscrewing three (3) head bolts in rear of head.

3. Remove Feed Roller bracket, 585022, (photos Nos. 2 and 11) by first driving the two dowel pins out through the bottom of bracket 25021CA (photo No. 2). Remove screws holding brackets 585022 and 25021CA to the head casting. The bracket will come off by pulling or tapping same to rear.

4. Before removing part 500L5 (photo No. 1), BE CAREFUL TO CATCH THE OIL, which is in the angle gear housing, in a container. BE SURE THAT OIL IS PUT BACK INTO ANGLE GEAR HOUSING WHEN PARTS ARE RE-ASSEMBLED.

5. Remove head casing 500L5 (photo No. 1).

6. Remove angle gear housing. It will probably be necessary to use a thin chisel, screw driver or like tool to break this housing loose at the joint. Pull this housing directly off the dowel pins.

7. Loosen screws in shaft coupling 585082A (Diagram No. 4).

8. Pull gear and front section of main shaft out and any necessary repairs or replacements can be made.

9. To reassemble insert main shaft and bevel gear into coupling 585082A (Diagram No. 4), regardless of position of square on end of shaft or teeth in gear, and tighten screws firmly in coupling.

10. Turn the machine over by hand in normal driving direction until the screw holes in eccentric and connecting rod, (Diagram No. 5), are in line. (See also Diagram No. 3.) Now mesh the two bevel gears so that the driver bar link hole, (A, diagram No. 3), is to the right of vertical center-line going through holes (E) and (F), as shown on Diagram No. 3.

This location is very important, as this is the correct timing for the stitcher head in relation to the step feed clutches.

NOTE: Be sure foregoing condition is obtained with the backlash or play taken out of bevel gears; i.e., with gears fully meshed and head cam turned by hand counterclockwise until backlash is out, see that the hole (A) is to the right as described above.

11. Now reassemble balance of parts making sure that trip gauge is level and square with table.

12. When all parts are completely reassembled, trip machine and turn over by hand for final check. See that formers are just off the blank on their way up when feed rollers start to act to step feed boxes and that the Trip Gauge Plate 585101A, clears the bottom of the stripper so boxes can pass under trip gauge plate. If adjustment has to be made, refer to items Nos. 1, 2, 3, 4 and 5 on page 7, under section, "If trip gauge plate does not clear box, check the following." If above conditions are met,

then machine is correctly adjusted and can be run by power.

Trip Gauge Setting and Adjustment.

Refer to diagram No. 12.

After the initial setting of the trip gauge, no further adjustment can be made except for squaring with table by using the clearance in the bolt holes. The bottom edge of the Trip Gauge Plate 585101A should be as near parallel with top of table as possible.

The trip gauge should be set so that when the Trip Gauge Plate 585101A is resting on top of the table, or the $\frac{3}{16}$ " thick plate as provided on latest machines, the centerline of pivot (A) will be on a line parallel with the table and passing through centerline of pivot (B) or not more than $\frac{1}{16}$ " higher than pivot (B). Under no circumstances should pivot (A) be lower than pivot (B).

Check to see that when Trip Gauge Plate 585101A is in the lower position, top edge of plate is still above lower edge of stripper, 585021 (photo No. 3).

Also check to see that lower edge of Trip Gauge Plate 585101A is above bottom edge of stripper 585021, when trip gauge plate is in its highest position.

Switch Adjustment (on Trip Gauge Unit) — Main Clutch and High Speed Clutch.

These two switches (LSA and LS3) are located on the trip gauge unit as shown on photo No. 3.

The R.H. switch or high speed roller clutch switch (looking from the discharge end of machine) is the one that stops the box feed rollers from revolving at high speed. This switch also engages the step feed tooth clutch.

The L.H. or opposite switch causes the main driving clutch to be engaged.

The adjusting of these two switches is as follows: (Note: Under no circumstances allow switch plungers to bottom or come to solid position.)

1. R.H. or High speed feed roller clutch switch adjustment.

With machine in neutral (normal stopping position when clutch is disengaged under power) **shut off motor.**

2. Pull trip gauge unit all the way back. Adjust screw (C) diagram #7, until switch plunger is depressed to approximately $\frac{1}{16}$ " of bottoming.

L.H. or Main clutch trip switch adjustment.

1. Pull trip gauge unit back until lever 585109A, diagram No. 7, just contacts switch plunger. NOTE:—Screw (C) must be adjusted as per item 2 (paragraph above) before this instruction can be followed.

2. With this setting, adjust main clutch switch operating screw so that there is approximately $\frac{1}{16}$ " clearance between screw and main clutch trip switch plunger.

If the above adjustments have been correctly made it will be noticed that the high speed roller clutch switch is contacted before the main clutch switch.

Safety Switch Adjustment.

Referring to photo No. 8 note switch LS1. This switch is connected into the motor current. On lever 585002A (photo No. 9), a screw is located which operates against the plunger of switch LS1. This screw is adjusted so that it contacts the switch plunger, breaking the circuit one dial (585112A) movement later than switch LSY, which controls the number of staples. In the event that switch LSY fails to work, switch LS1 will open the motor current and machine will stop.

Staple Dial Switch Adjustment.

Have machine in neutral position with main switch ON, but motor switch OFF.

Press the top button on switch (A) (photo No. 10). This will release the brake so that the machine can be turned over by hand.

Set lever 585004 in No. 3 notch in staple dial 585112A.

Turn the stitcher over by hand two full revolutions. Continue to turn and at end of the connecting rod's next down stroke, have screw (C) (photo No. 9), operate switch LSY to stop staple count.

Run machine by power, trip clutch and check staple count. If obtaining more staples than dial is set for, turn screw in slightly. If obtaining less staples than dial is set for, back screw out slightly.

Auxiliary Brake Shaft Lock Lever 25480A Adjustment.

Refer to photo No. 4.

1. Trip clutch and turn machine by hand to high point of auxiliary brake cam 585124, so that auxiliary brake shaft lock is fully engaged.
2. With this setting, adjust screw (A) in the auxiliary brake lock lever arm 25480A to just contact the plate on end of link 585118A.
3. Lock nut firmly.

Ratchet Cam 585180A Release Stop Screw (A) Adjustment.

Refer to photo No. 7 and diagram No. 1.

1. Turn machine by hand one full revolution until connecting rod is at high point.
2. Pull ratchet cam 585180A in direction shown on diagram No. 1. Make sure that staple dial return stop disc 25419 is against stop 25422.
3. Adjust screw (A) to make setting as shown at (B).
4. Lock nut firmly.

NOTE: If screw 25308 (diagram No. 1) is removed from Staple Dial Return Stop 25422 for any reason, make certain that spacer 585277 is in place between stop 25422 and bracket 25299A when parts are reassembled.

High Speed Disc Clutch Adjustment.

Refer to photos No. 5 and No. 6.

1. Loosen two screws in clutch fork 585380.
2. Raise clutch lever 585192A by hand until a measurement of $\frac{5}{8}$ " to $\frac{11}{16}$ " is obtained between the bottom of the head on the solenoid plunger and the top of the solenoid frame.

This cannot be done unless all backlash is taken out of the entire linkage.

3. Lock clutch fork 585380 when above setting has been obtained. After locking, check to see that the $\frac{5}{8}$ " to $1\frac{1}{16}$ " measurement is maintained.
4. Adjust screw 585233 to permit lever 585192A to raise up approximately $\frac{1}{16}$ " further than the $\frac{5}{8}$ " to $1\frac{1}{16}$ " solenoid setting. This is to allow for wear on clutch plates.
5. Tighten lock nut on screw 585233.
6. To readjust for clutch wear, loosen screws in clutch fork and adjust as per paragraphs 1, 2, 3, 4 and 5 above.

Setting of Tooth Clutch Step Feed Mechanism.

Refer to diagram No. 10.

1. With machine in idle and neutral position, have clutch fork 25591 loose on shaft.
2. Have fork 25591 firmly press the sliding member of tooth clutch into full engagement with stationary member of clutch 25438.
3. At the same time push on solenoid plunger (A) so that it is firmly seated. At this point, lock fork 25591 tightly on shaft.
4. Adjust stop screw 585276 so that when clutch is disengaged, an opening of approximately .035" to .040" as shown at (B) is obtained.
5. Spring 251354, in spring link assembly 585381A, must be adjusted to be strong enough to hold tooth clutch firmly engaged when doing long and heavy boxes. This adjustment is made by means of nut 251359. Be careful, however, that spring is not so strong that solenoid plunger cannot fully seat itself at end of stroke. This applies when the tooth clutch is being engaged and also when it happens that the teeth come on top of each other. In this case, the solenoid plunger must also seat itself, hence the spring must yield accordingly.

Auxiliary Throw Out Roller.

The auxiliary throw out roller 585349A (photo No. 12), is essential for transferring certain types of boxes from the stitcher to the conveyor. This applies particularly to small boxes and to any other type of box where unsatisfactory transfer of boxes to the conveyor is experienced.

This roller should not have too much pressure on the box as scuffing or crushing of box may occur.

To check pressure of roll on box, put machine in neutral and slide box by hand between roller 585349A and conveyor belt 85289 (photo No. 12). Box should push through easily with roller turning. If box shows signs of being crushed or excessive pressure is required to push box between roller and belt, the unit must be adjusted to reduce the pressure.

Adjustment of Auxiliary Throw Out Roller.

With machine in neutral, loosen screw (A) sufficiently so that lever 585348 (photo No. 12) is completely free on auxiliary brake shaft 585104A.

CAUTION: If lever 585348 is not completely free on shaft when adjustment is made, shaft 585104A may turn slightly which could cause the trip gauge and other parts on auxiliary brake shaft to be incorrectly set.

Raise or lower lever 585348 so that roller puts proper pressure on box when roller is in lowest position. Tighten screw (A) securely.

To take up any extra thickness as box passes under roll, a spring 11244 is provided. Loosen lock nuts (B) and adjust spring pressure for best operation. Do not allow spring 11244 to be adjusted to a solid condition.

Examination of roller will disclose that it is made in two pieces bolted together. The purpose of this is to permit removal of roller so that it can be placed on opposite side of Hold Down Bar 585364. This would be required in some cases for small panel boxes.

SETTING FOR LAST STAPLE REGISTER CAM AND SWITCH MECHANISM ON STITCHER

Refer to diagram No. 9.

Have machine in neutral position with main or master switch ON but the motor switch OFF. Press the top button on switch (A) (photo No. 10). This will release the brake so that the machine can be turned over by hand. Have Cam Lock Hub 585247 loose on shaft by loosening clamping screws. Be sure that Cam Lock 585246 is engaged in slot (C) of cam 585184A.

Turn machine over by hand until check pawl 585120 just clicks over tooth during the indexing of the second tooth or on the second down stroke of the connecting rod. In this position, turn Cam Lock Hub 585247 and Cam (A) 585184A so that cam lobe (D) contacts Cam Block 585173A and moves switch lever 585028A until $\frac{1}{16}$ " dimension is obtained as shown at (E). At this point adjust screw (F) in switch lever 585028A to energize stop count solenoid 85173, or No. 2 on cable diagram.

NOTE: Solenoid must stay energized when switch is contacted.

Bring machine back to neutral and run machine under power. Trip clutch and check to see that the $\frac{1}{16}$ " dimension referred to above is maintained during the stapling cycle. In other words, check to see that, as the second staple is driven, solenoid 85173 becomes energized, and stays energized during stapling cycle, to operate lever 585183A which stops Ratchet 585160 from indexing.

LAST STAPLE REGISTER EMERGENCY SWITCH

The left hand single push button switch located at the end of stitcher table is an emergency switch. It is used to stop the stitcher (when Last Staple Register Unit is in operation) stapling cycle in the event there is no box to contact the Last Staple Register Gate, or box does not reach gate, to shut off the machine.

LAST STAPLE REGISTER GATE UNLOCK ADJUSTMENT

Refer to photos No. 9 and No. 15. Note: Shut off all current.

With Last Staple Register Cams and switch mechanism properly set as described on page 10, adjust screw (E) (photo No. 9) as follows:

Have screw (E) operate switch LSX one tooth movement (of staple dial 585112A) after the inside lever 585028A has been depressed to operate its switch.

This will energize solenoid 85173, or No. 5 on cable diagram, to pull lever 585034A out of lock engagement with register gate. Put current on and check operation.

ADJUSTMENT OF SWITCHES LSG, LSZ AND LSGG ON LAST STAPLE REGISTER UNIT

(See photo No. 16.)

- (a) Have machine set up for use with Last Staple Register Unit.
- (b) Have machine in neutral position with the main or master switch ON but the motor switch OFF.

This will permit the solenoids to be energized so that last staple register switches can be properly set.

Adjustment of Gate Return Solenoid Switches LSG and LSGG

Refer to photo No. 16.

See that Cam Lever 585194 is in full upright position.

Screw (E) should be set so that switch LSGG is not operated in this position, but does operate the switch at the first movement downwardly of Cam Lever 585194.

See that screw (D) does not operate switch LSG when Cam Lever 585193A is in neutral or off position.

See that register gate 585036 is in neutral and locked position and that solenoid No. 6 (photo No. 15) is energized to hold gate in place.

Adjust screw (D) so that when finger and cam 585193A (photo No. 14) has been moved into and approximately flush with recess in gate, the switch LSG will be operated to de-energize the solenoid acting to hold gate in vertical position.

Adjustment of Staple Resume Count Switch LSZ

See Notes (a) and (b) above.

Before this adjustment is made, check to see that the Screws (D) and (E), (Photo No. 16) are in neutral position, i.e.: The Screws do not operate Switches LSG and LSGG.

The above applies to either the original style as per Photo No. 16 or the improved style of Switch operation, as shown on Diagram, Page 28A.

Refer to Photo No. 16, Page 28, and Diagram, Page 28A.

For the improved style of Switch Operation use Sections 1 and 2 below. For the original style of Switch operation, use Section 1 only.

1. Move Cam Lever 585193A into recess in Gate 585036. This will operate Switch LSG to de-energize Solenoid No. 6 (Photo No. 15), releasing Gate 585036. Push Gate back until Gate touches the Register Gate Latch, part 585204 (Photo No. 15) With Gate in this position, continue to push Gate against Spring 585250 and adjust Screw (F) so that Switch LSZ will just break contact when Spring 585250 has been approximately one half compressed.
2. Adjust Screw "B", (Diagram, Page 28A) so that Screw "F" just contacts the Switch Plunger without depressing the Plunger when Trigger "A" is not in contact with Operating Cam. Torsion Spring (C), (Diagram, Page 28A) should be adjusted only to minimum amount necessary to keep Trigger (A) in correct position as shown.

After making the above adjustments, clearance between Trigger and Cam must be checked as follows:

Release Gate Latch and Push Gate 585036 down to a position so that Cam Block 585226 is adjacent to Trigger "A". See Diagram, Page 28A.

When Cam Trigger "A" is depressed as far as it will go in direction indicated by arrow, a gap of .015" to .025" should be obtained to insure that Trigger "A" can return to neutral position.

ADJUSTMENT OF HOLD DOWN BAR 585364

Refer to photos Nos. 12, 13 and 14.

This bar is used to prevent the front or leading edge of the stitched boxes from going over the top of the Last Staple Register Gate 585036.

The bar should be adjusted as follows:

1. Turn stitcher over by hand until high point of Auxiliary Brake Cam 585124 (photo No. 4) has caused auxiliary brake shaft to lift trip gauge target in up position.
2. Lever 585266A (photo No. 12) is adjustable on the auxiliary brake shaft. Lever 585262A is adjustable up and down at (A) (photo No. 13).
3. By means of these adjustments, set bar 585364 so that the bottom of the bar is approximately flush with the top of the register gate 585036. Bar should meet this condition for the entire maximum and minimum setting of the register gate.

4. Bring machine back to neutral position.

NOTE:—In cases where the stitched box is so small that it won't span the conveyor belts, the following procedure should be carried out.

1. Remove the entire Last Staple Register unit.

CAUTION:—When removing this unit, be careful not to drop the unit or otherwise damage it.

2. Move one or both conveyor belts closer together as required. Means for adjusting the belts have been provided by slots at each end of the belt units.
3. Removal of the Last Staple Register Unit requires setting the stitcher for the Dial or Counter system or method of operation. See section entitled, "Dial or Counter Method of Setting machine for number of staples required", page 3.

STITCHING WIRE

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.

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

Wire must not be oversize or it will stick in the formers and driver and refuse to feed.

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.

NOTES

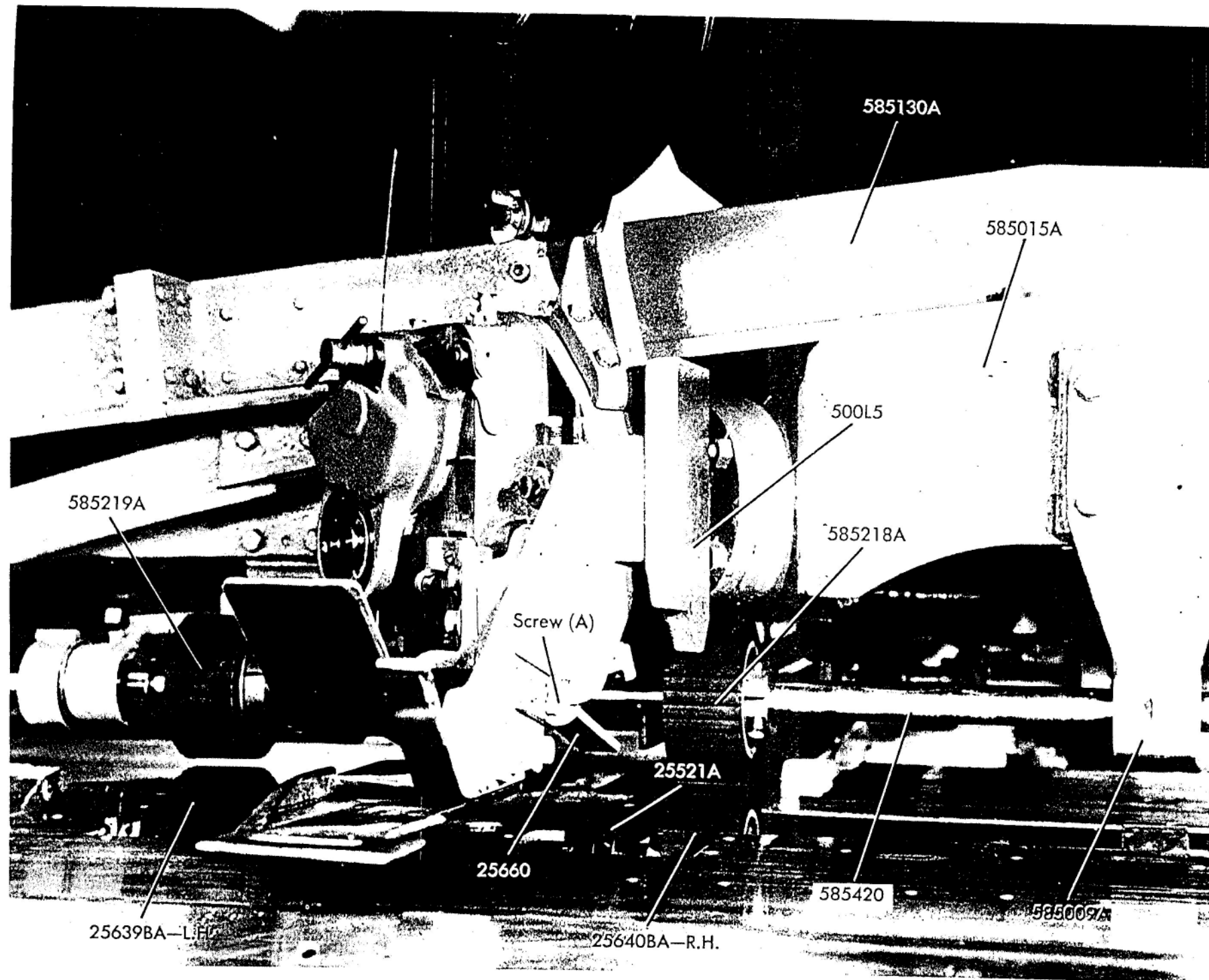
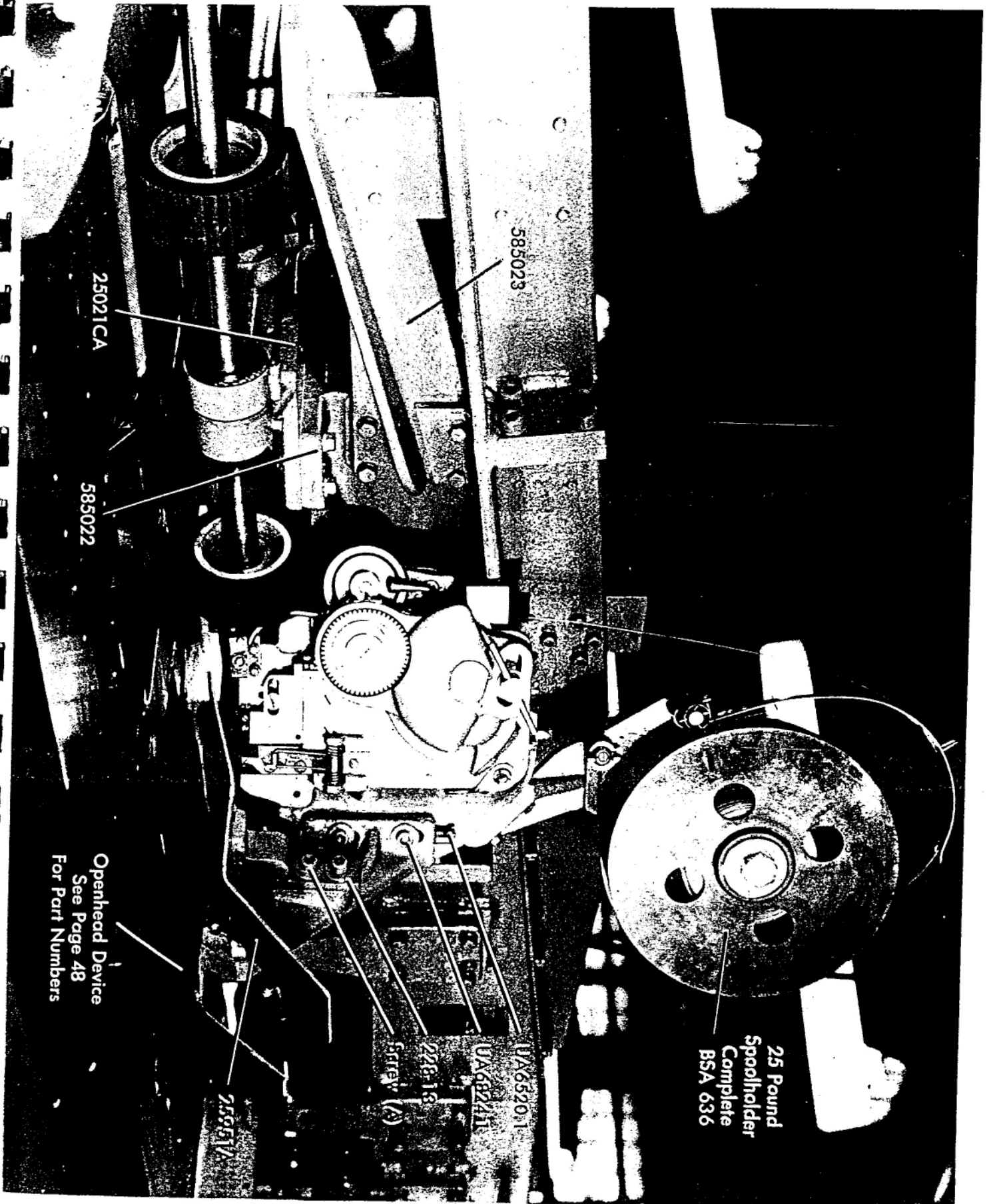


PHOTO No. 1



25 Pound
Spoolholder
Complete
BSA 636

UA65201

UA68241

226-18

Screw (2)

25021CA

585022

25021CA

Openhead Device
See Page 48
For Part Numbers

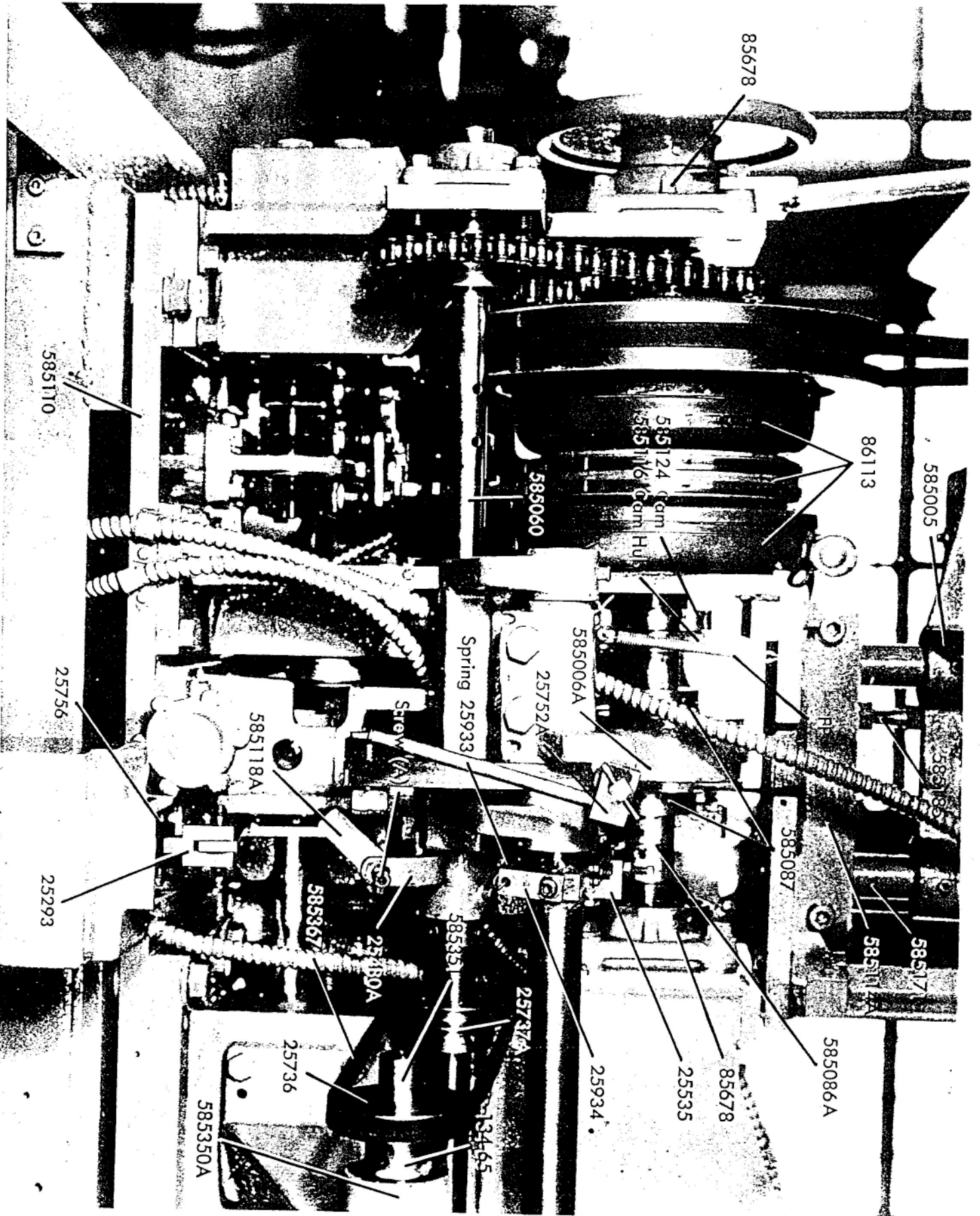
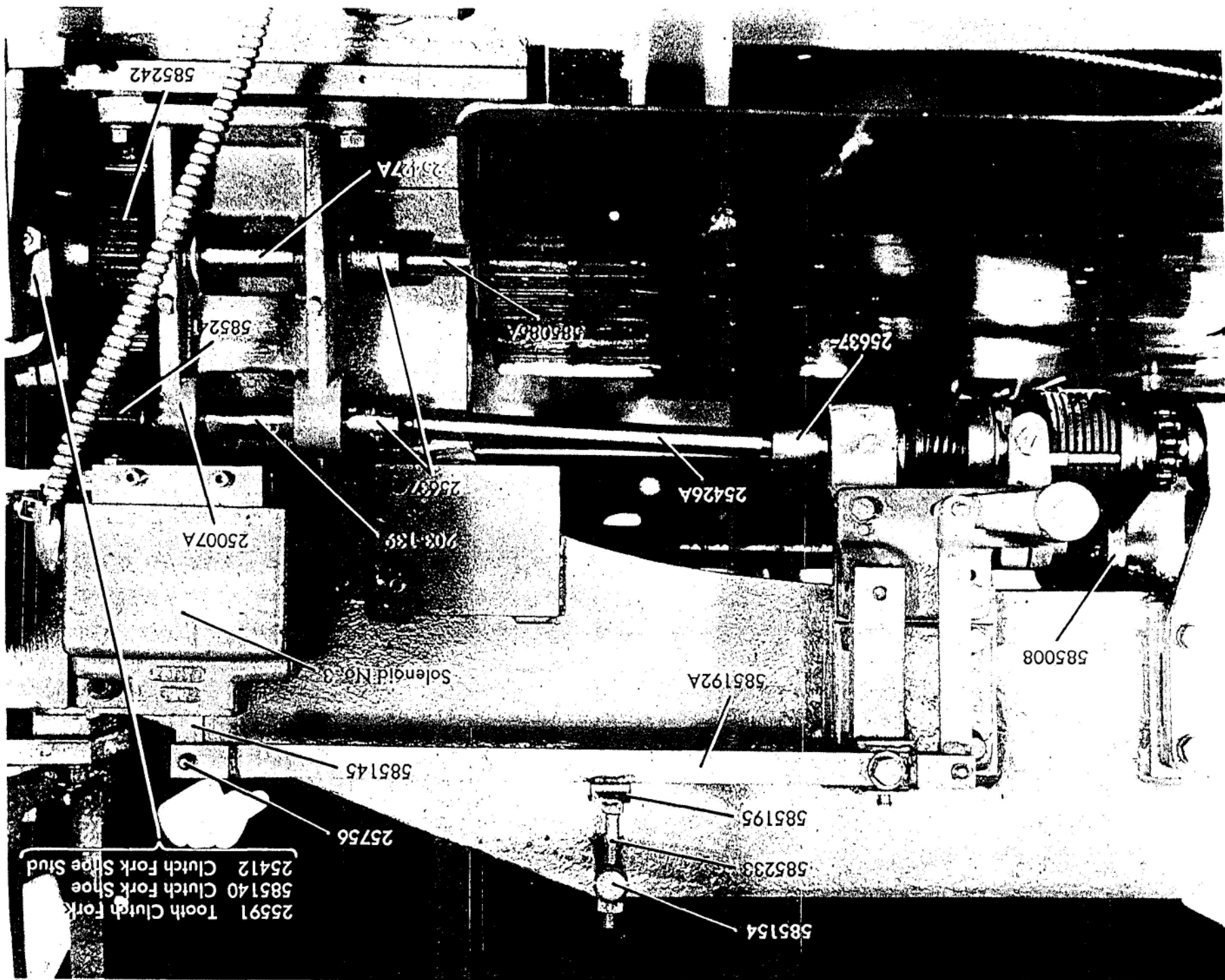
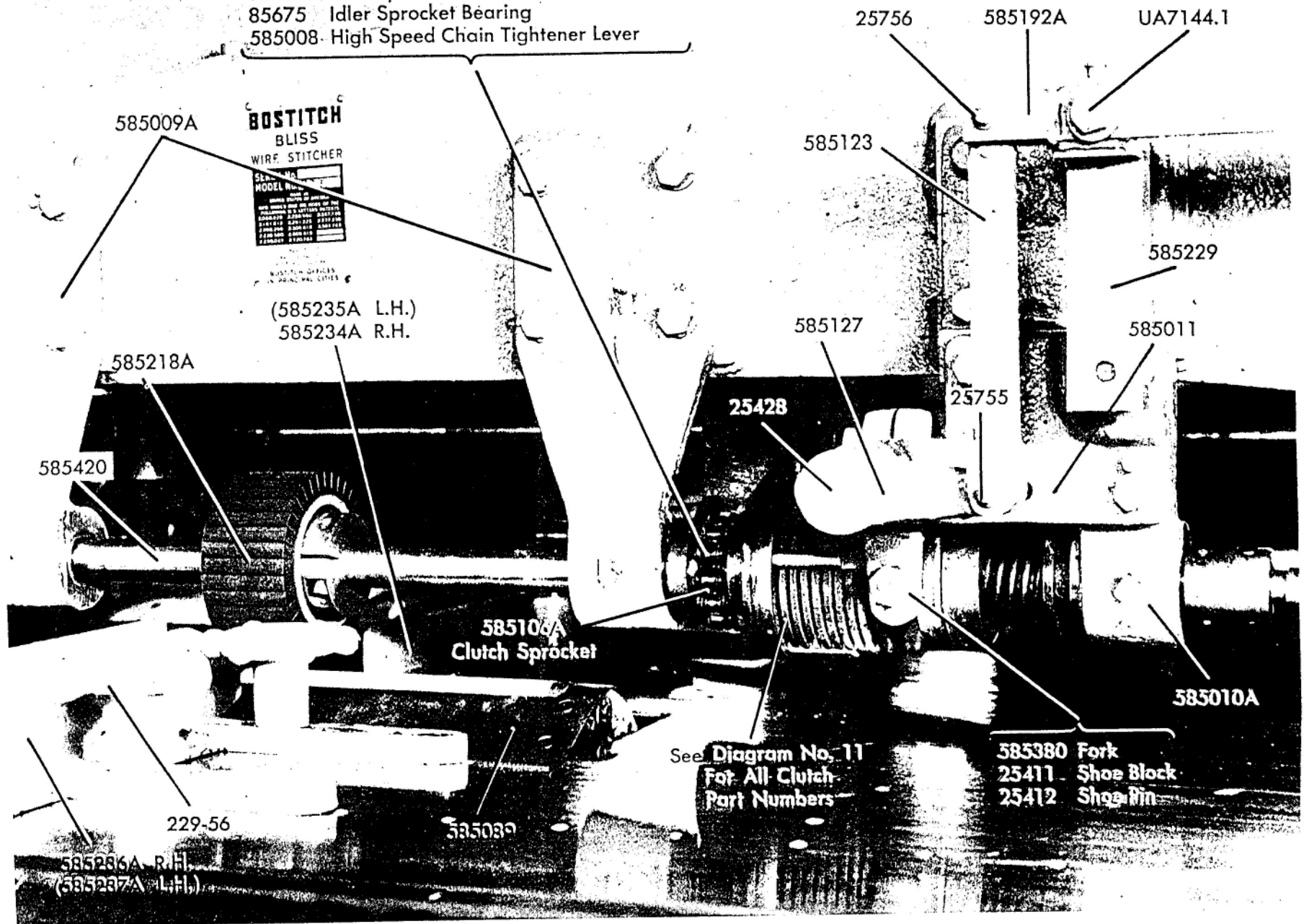


PHOTO No. 4



85582 High Speed Clutch Chain
585278 High Speed Clutch Drive Sprocket
 585144A High Speed Clutch Chain Idler Sprocket
 585105 Idler Sprocket Stud
 85675 Idler Sprocket Bearing
 585008 High Speed Chain Tightener Lever

18



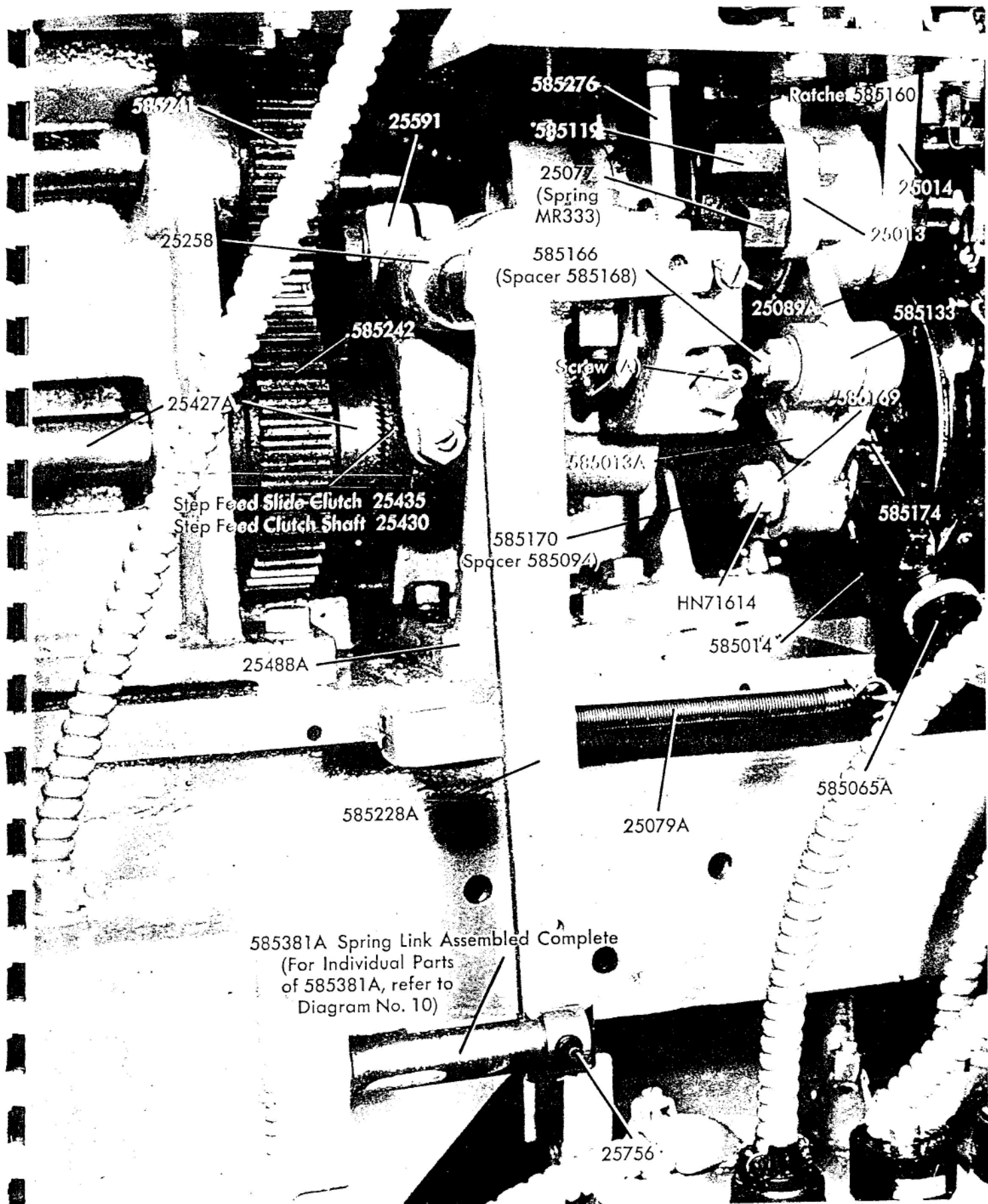


PHOTO No. 7

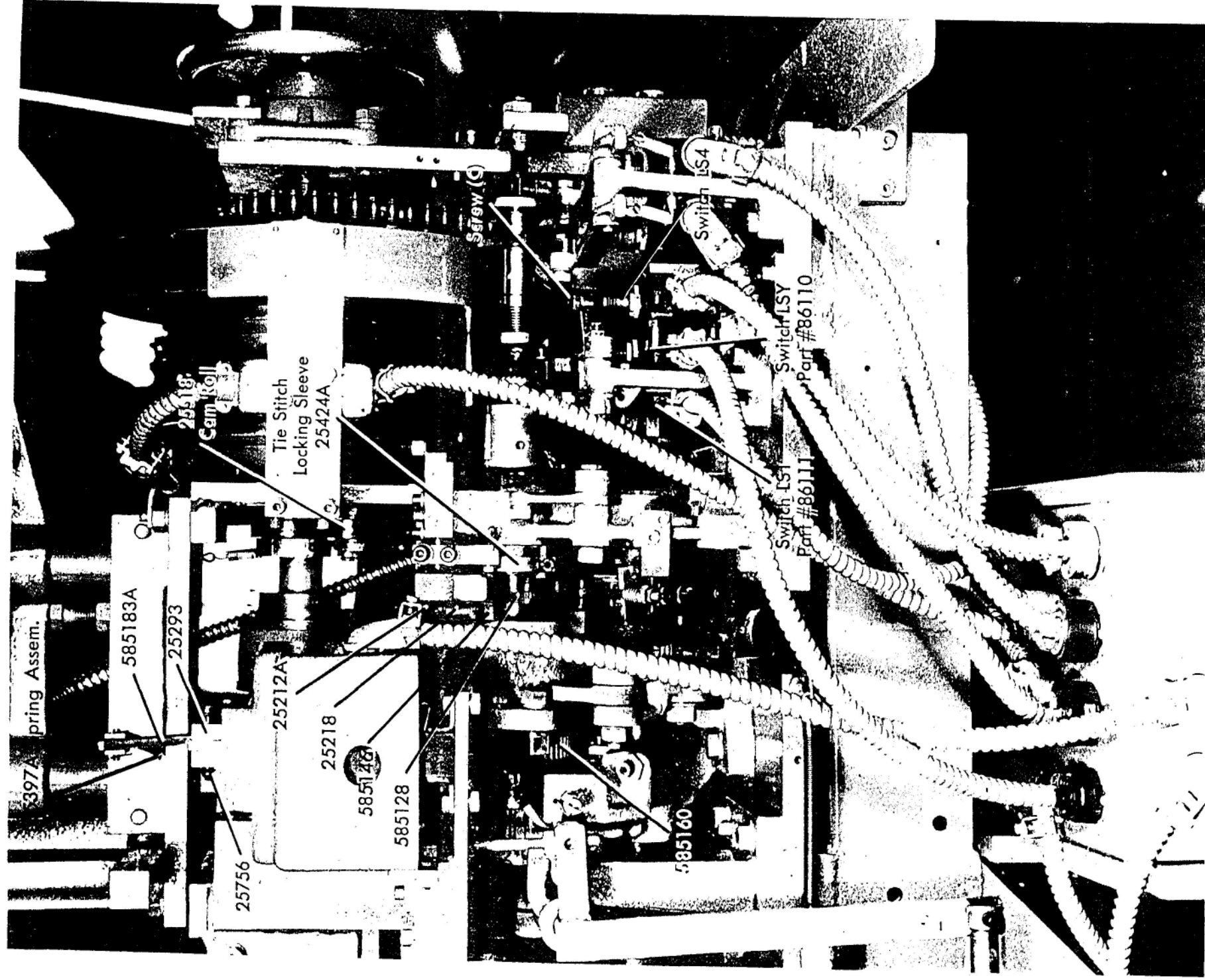


PHOTO No. 8

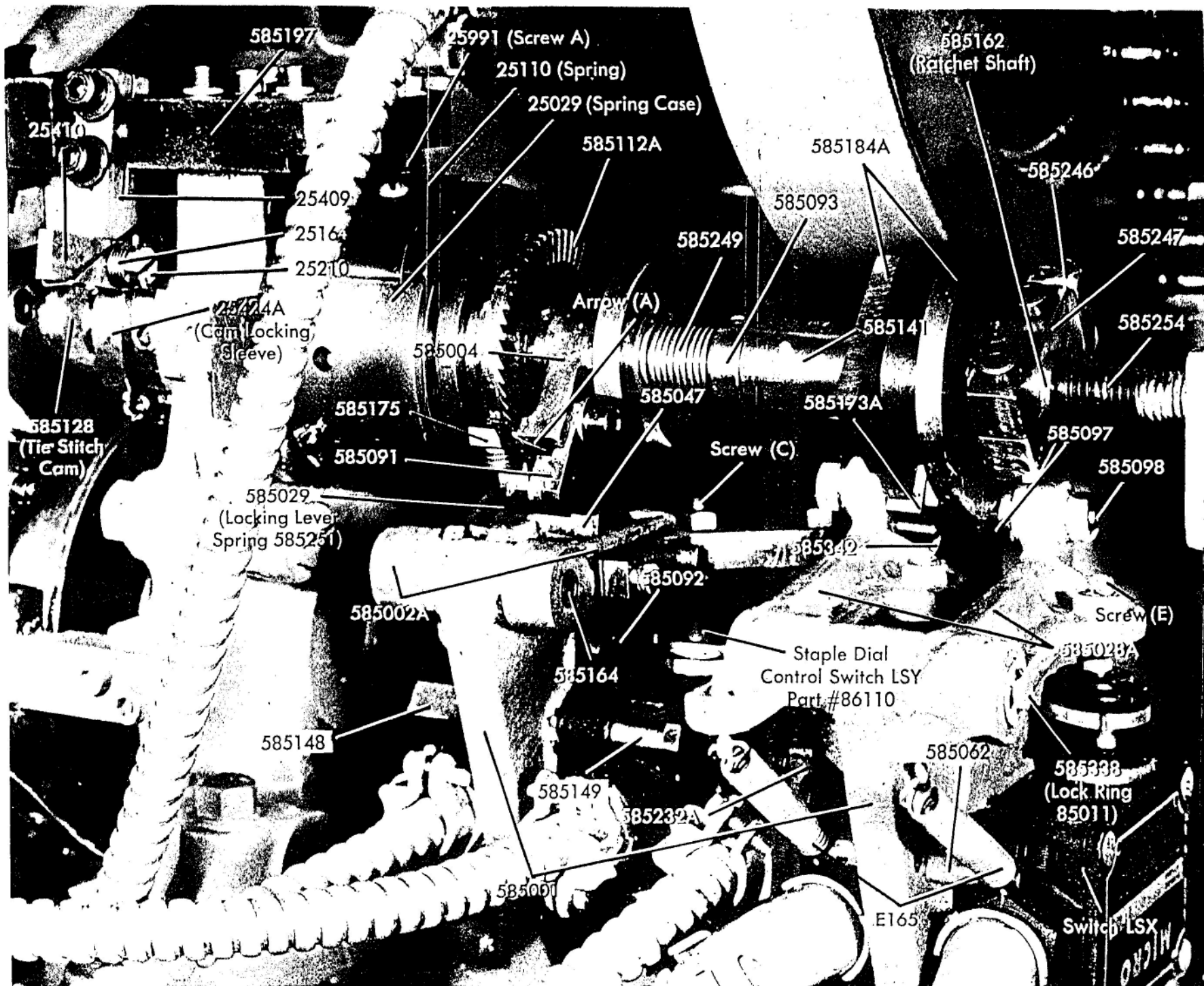


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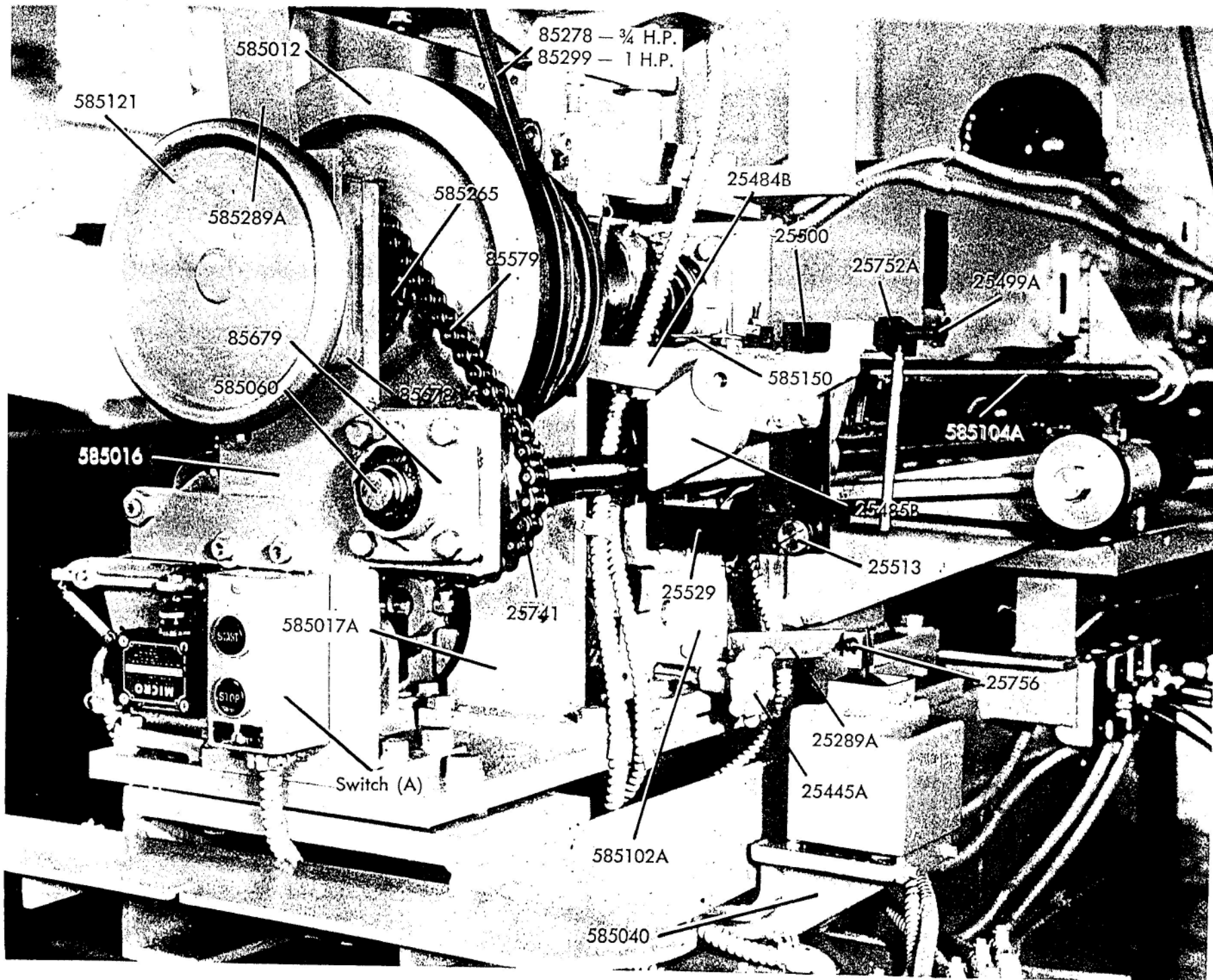
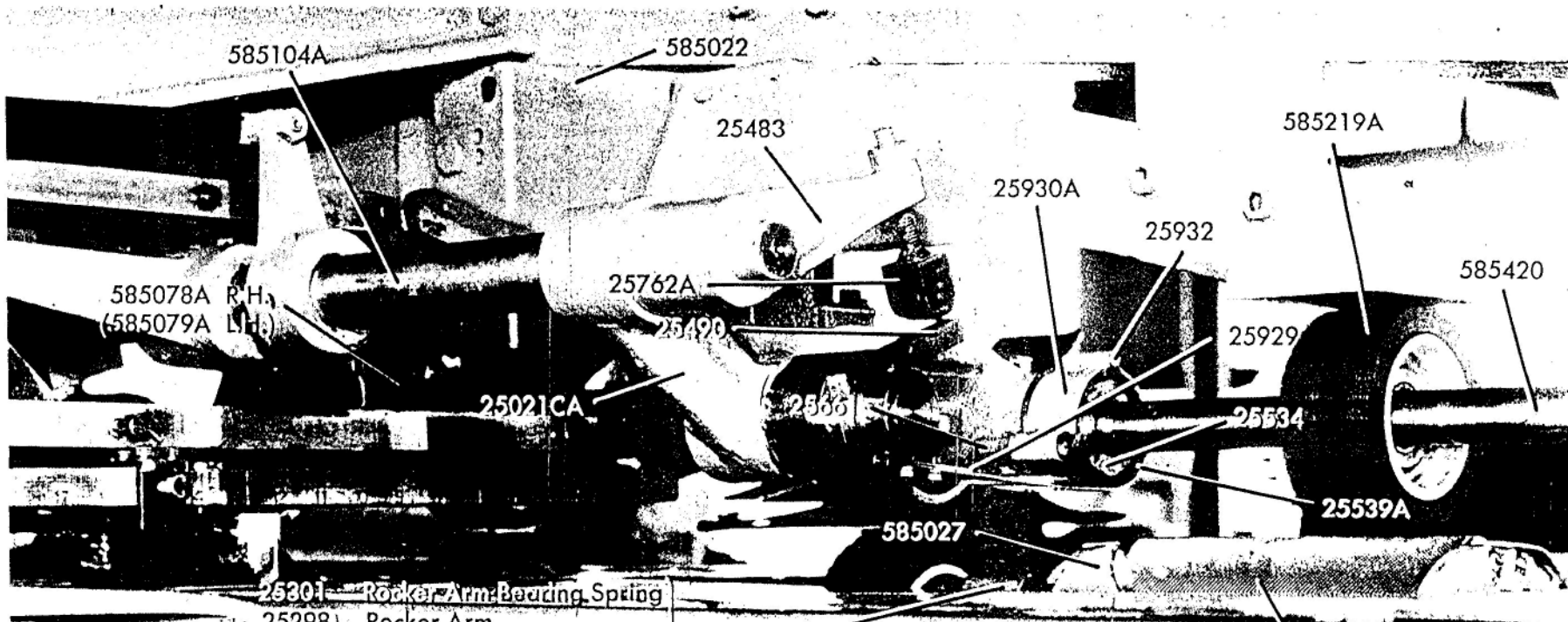
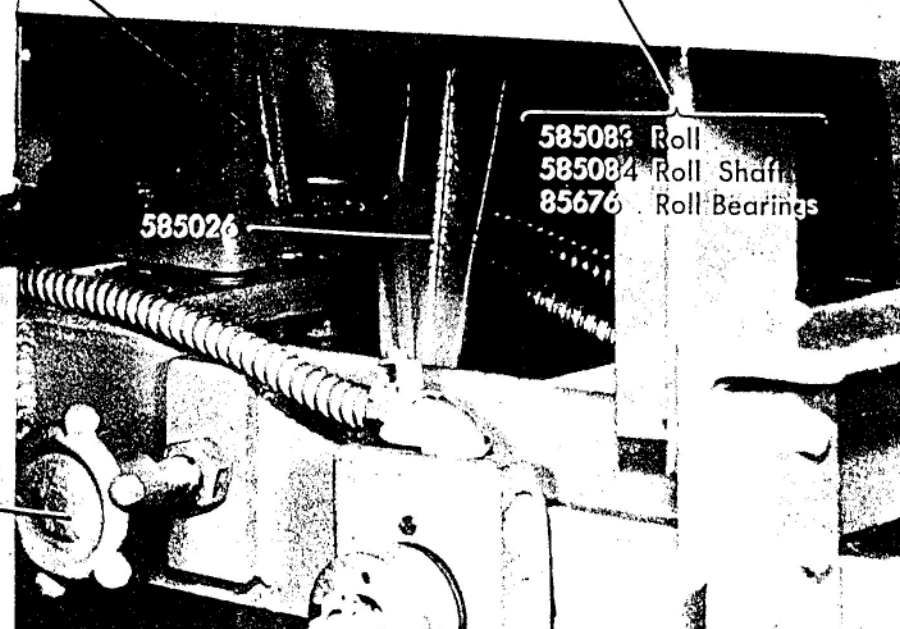


PHOTO No. 10



- 25301 Rocker Arm Bearing Spring
- 25298 Rocker Arm
- 25633A Rocker Arm Bearing
- 25525 Rocker Arm Bearing Cover
- 585063 Rocker Arm Guard
- 202-263 Bearing Spring Adj. Screw



- 25797A Pressure Roll Adj. Screw
- E133 Plunger Spring
- 585067A Pressure Roll Bearing Br'k't. Plunger

PHOTO No. 11

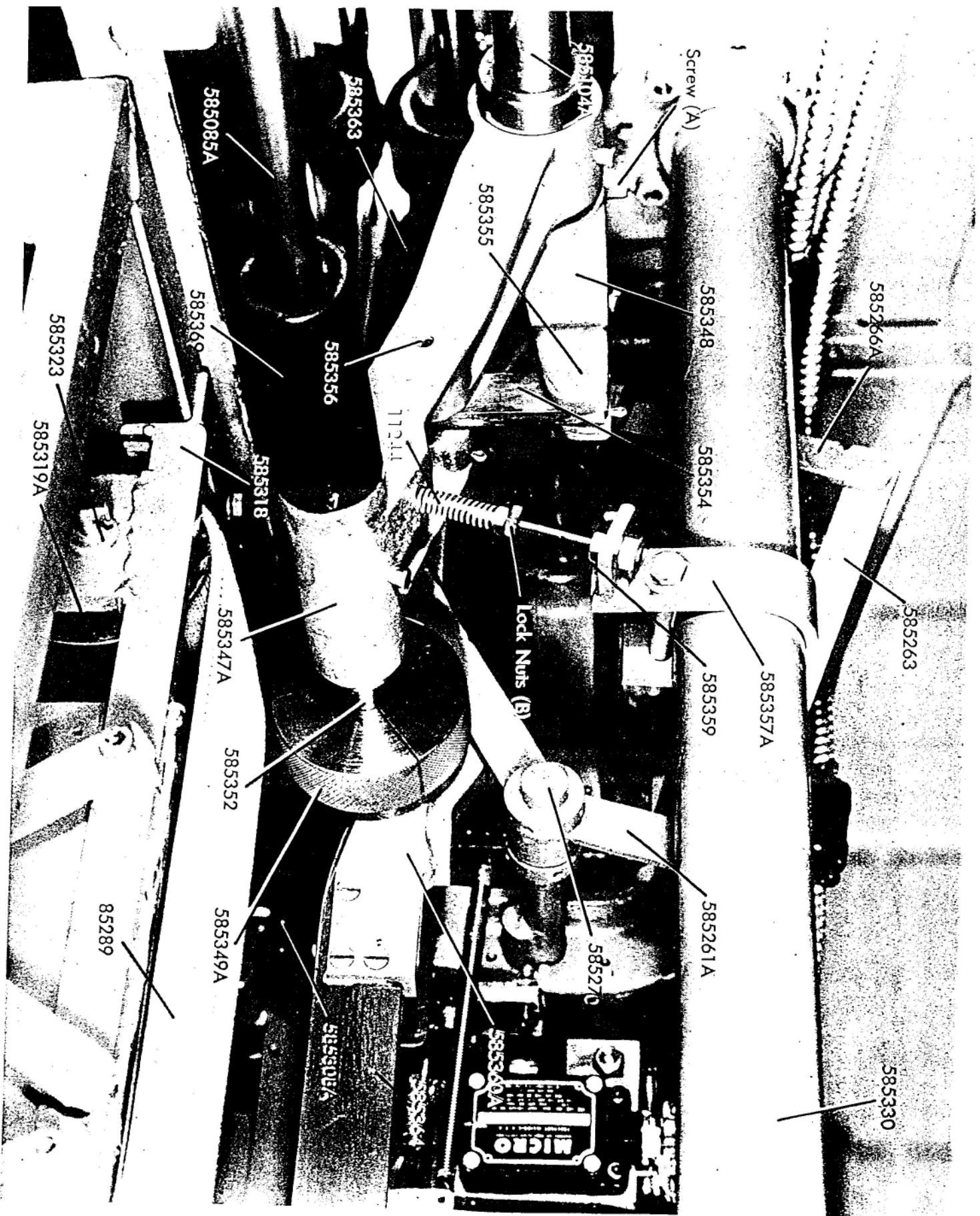
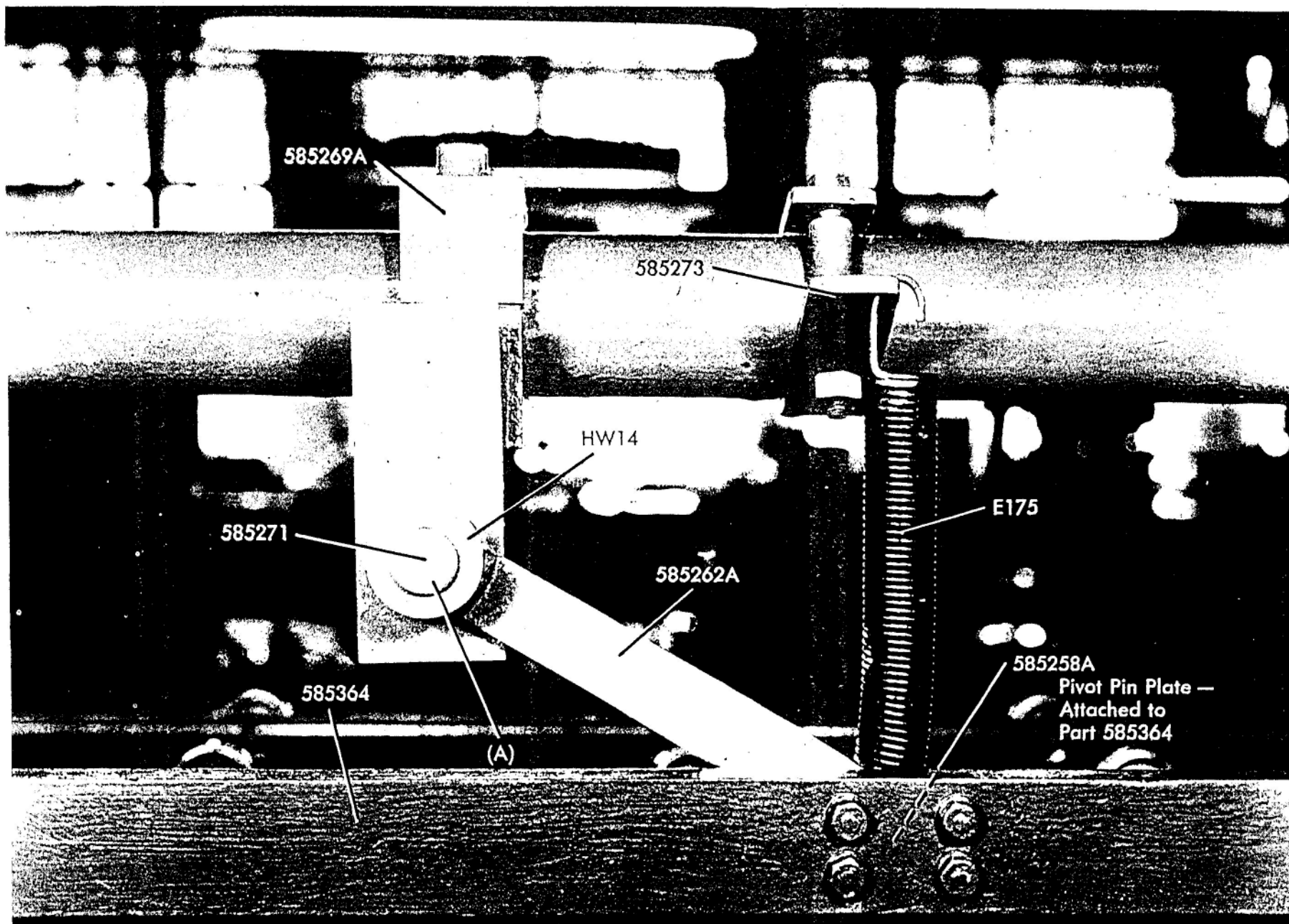
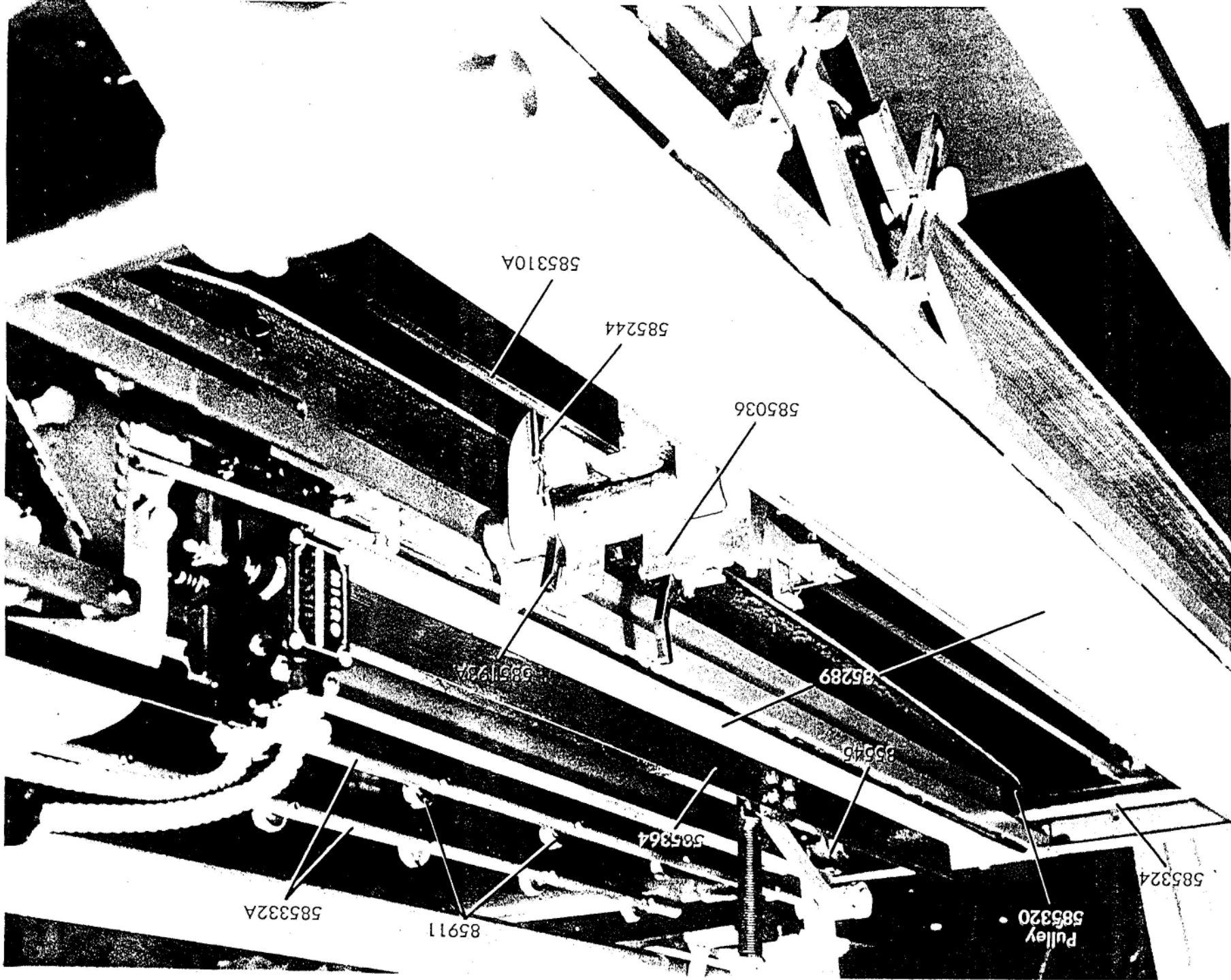
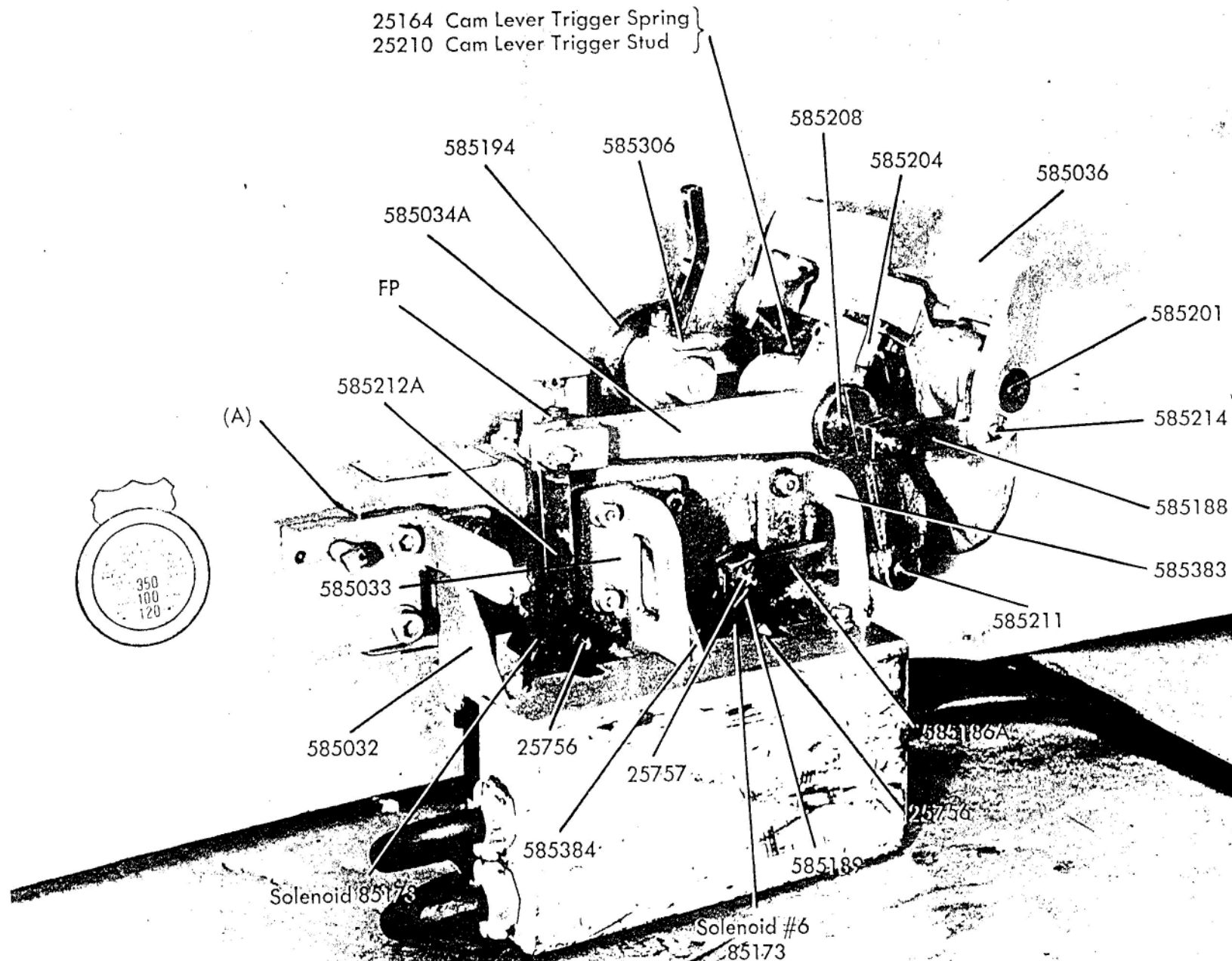
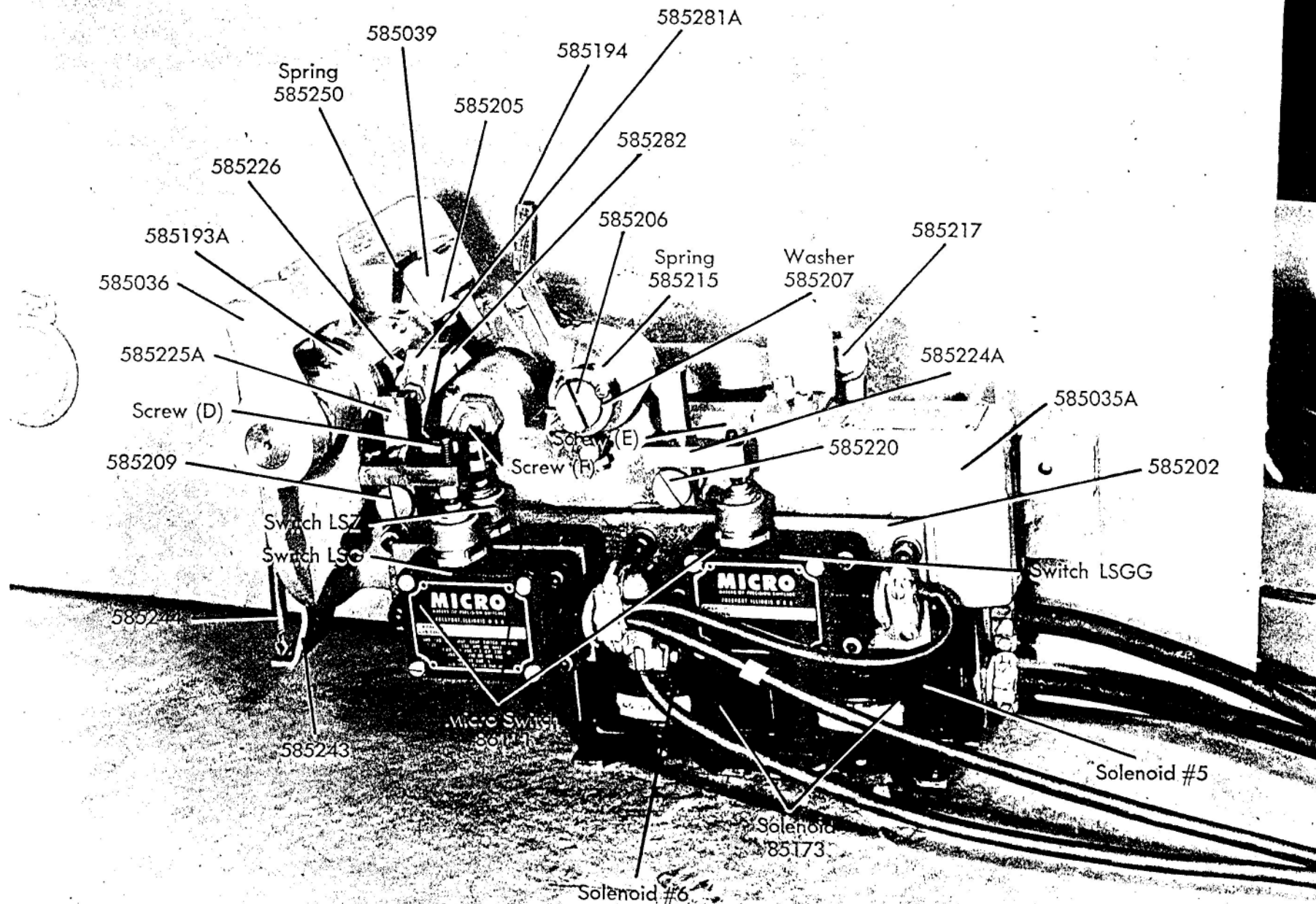


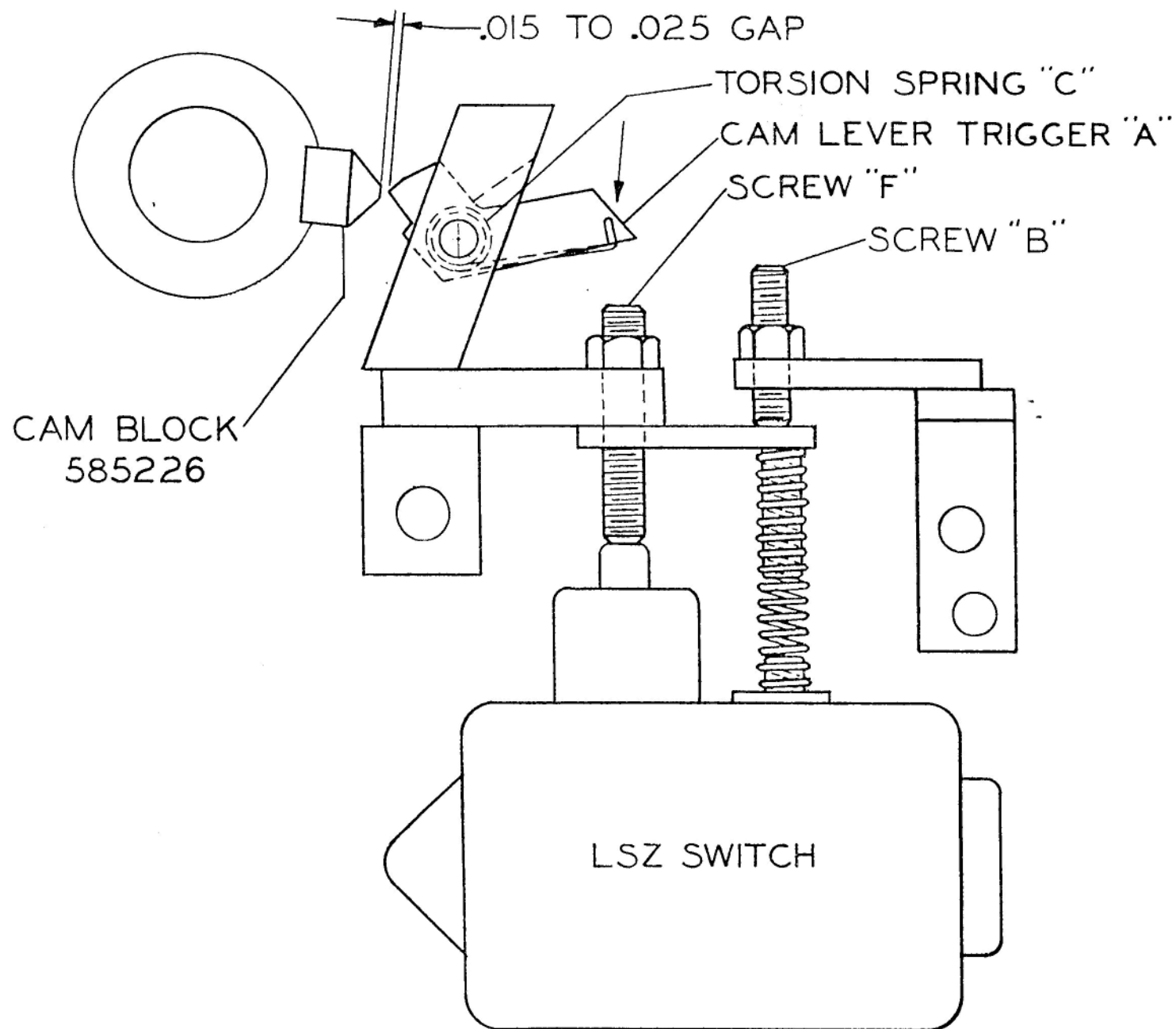
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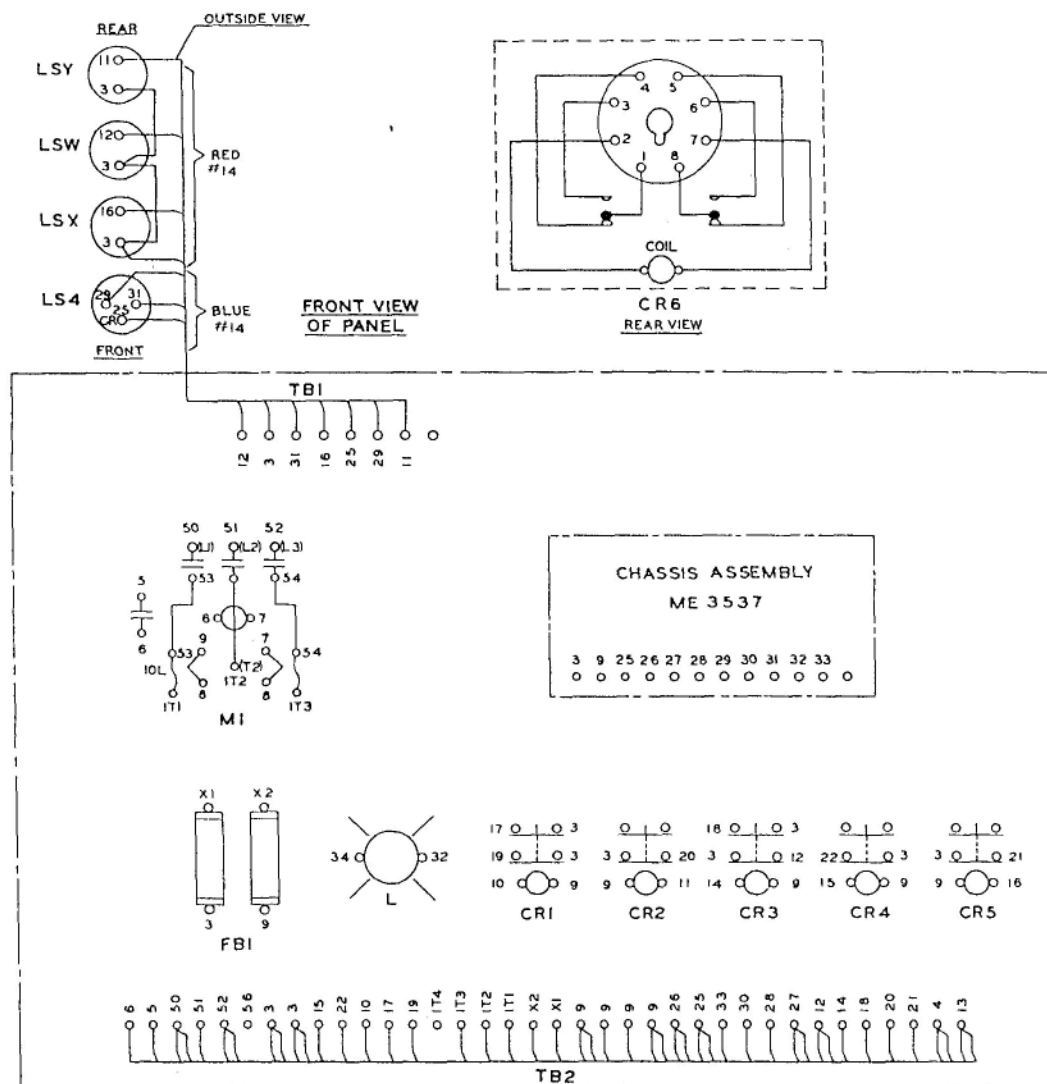








LAST STAPLE RESUME COUNT SWITCH DIAGRAM



PANEL INTERNAL CONNECTIONS

WIRE	DEVICE	SIZE	COLOR	WIRE	DEVICE	SIZE	COLOR
X1	TB2-FBI	14	R	11	TB1-CR2	14	R
X2	TB2-FBI			12	TB1-CR3		
3	TB2-TB2				CR3-TB2		
	TB2-FBI			14	TB2-CR3		
	FBI-PCU			15	TB2-CR4		
	PCU-CR5			16	TB1-CR5		
	CR5-CR4			17	TB2-CR1		
	CR4-CR1			18	TB2-CR3		
	CR1-CR1			19	TB2-CR1		
	CR1-CR2			20	TB2-CR2		
	CR2-CR3			21	TB2-CR5		
	CR3-CR3			22	TB2-CR4		
	CR3-TB1			25	TB1-PCU		
5	TB2-MI				PCU-TB2		
6	TB2-MI			26	TB2-PCU		
	MI -MI			27	TB2-PCU		
7	MI -IOL			28	TB2-PCU		
8	IOL -IOL			29	TB1-PCU		
9	TB2-TB2			30	TB2-PCU		
	TB2-TB2			31	TB1-PCU		
	TB2-TB2			32	L -PCU		
	TB2-PCU			33	TB2-PCU		
	PCU-FBI			34	L -PCU	14	BL
	FBI-IOL			50	TB2-MI	12	B
	IOL -CR1			51	TB2-MI		
	CR1 -CR4			52	TB2-MI		
	CR4-CR5			53	MI -IOL		
	CR5-CR2			54	MI -IOL		
	CR2-CR3			IT1	TB2-IOL		
10	TB2-CR1	14	R	IT2	TB2-MI	12	B
				IT3	TB2-IOL		

NOMENCLATURE

BOSTITCH PART NUMBERS

COLOR CODE

CLC2 CAPACITORS	86188
CR1,2,3,4,5-CONTROL RELAYS-ALLEN BRADLEY	86181
CR6-CONTROL RELAY-POTTER BRUMFIELD	86185
RELAY SOCKET-AMPHENOL	86187
FBI FUSE BLOCKS	86192
BUSS FUSE	86195
LAMP SOCKET	86188
MI-LINE CONTACTOR-MAGNETIC STARTER SWITCH	86180
PI2-POTENTIOMETERS	86184
RI2-RECTIFIERS	86183
SW1-OVEREXCITATION TOGGLE SWITCH	86189
TB1,2-TERMINAL BOARDS	86190
TB3-TERMINAL BOARD	86248
TRANS.1,2-TRANSFORMERS IOL-OVERLOADS	86182
LS4-HUBBELL 3 WIRE FLUSH BASE	86193
LSW,LSX,LSY-HUBBELL 2WIRE FLUSH BASE	86194
FUSE HOLDER-GENERAL ELECTRIC	86247

AC CONTROL-RED (R)
DC CONTROL-BLUE (BL)
AC POWER-BLACK (B)

CONTROL BOX INTERNAL CONNECTIONS-585 STITCHER

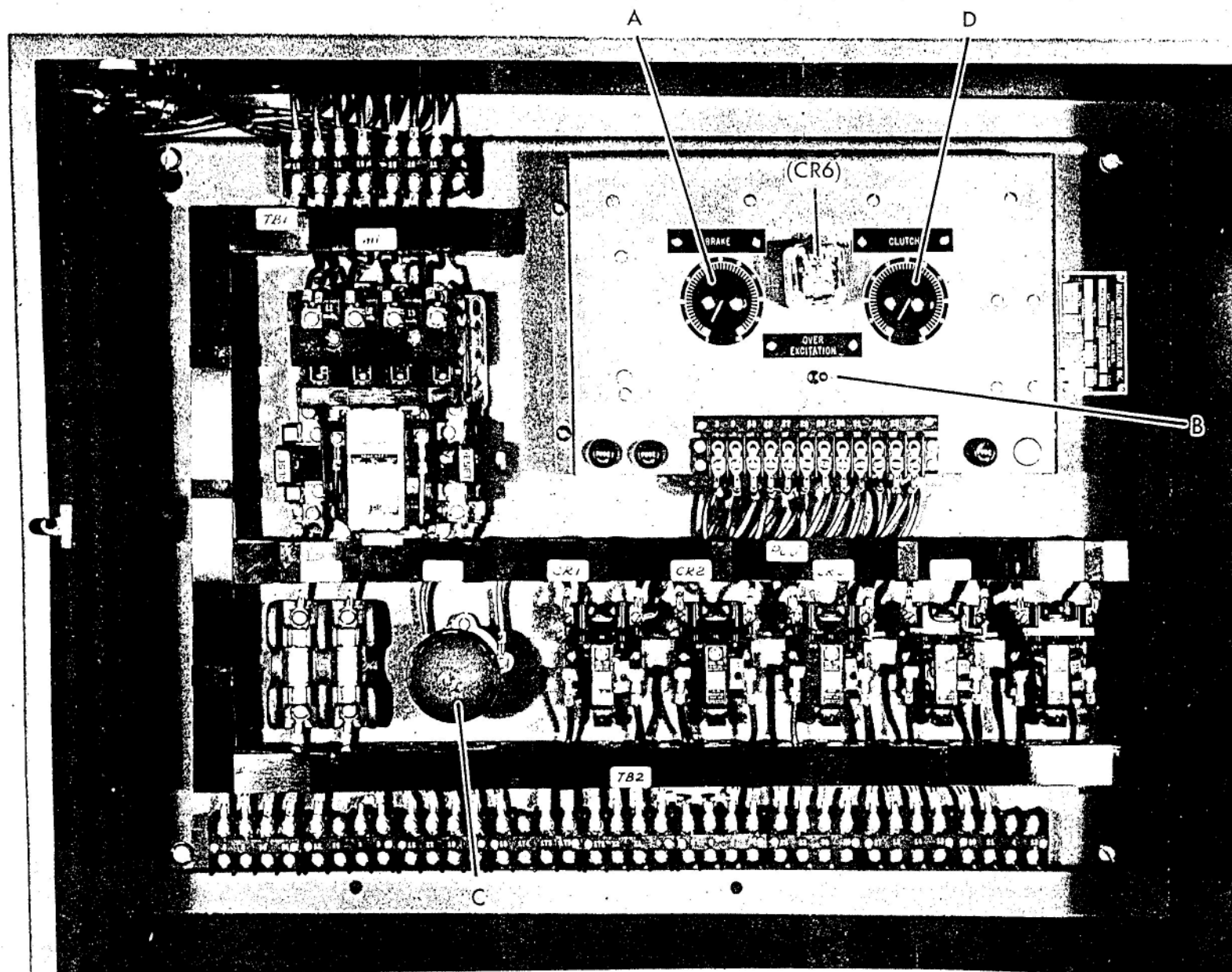
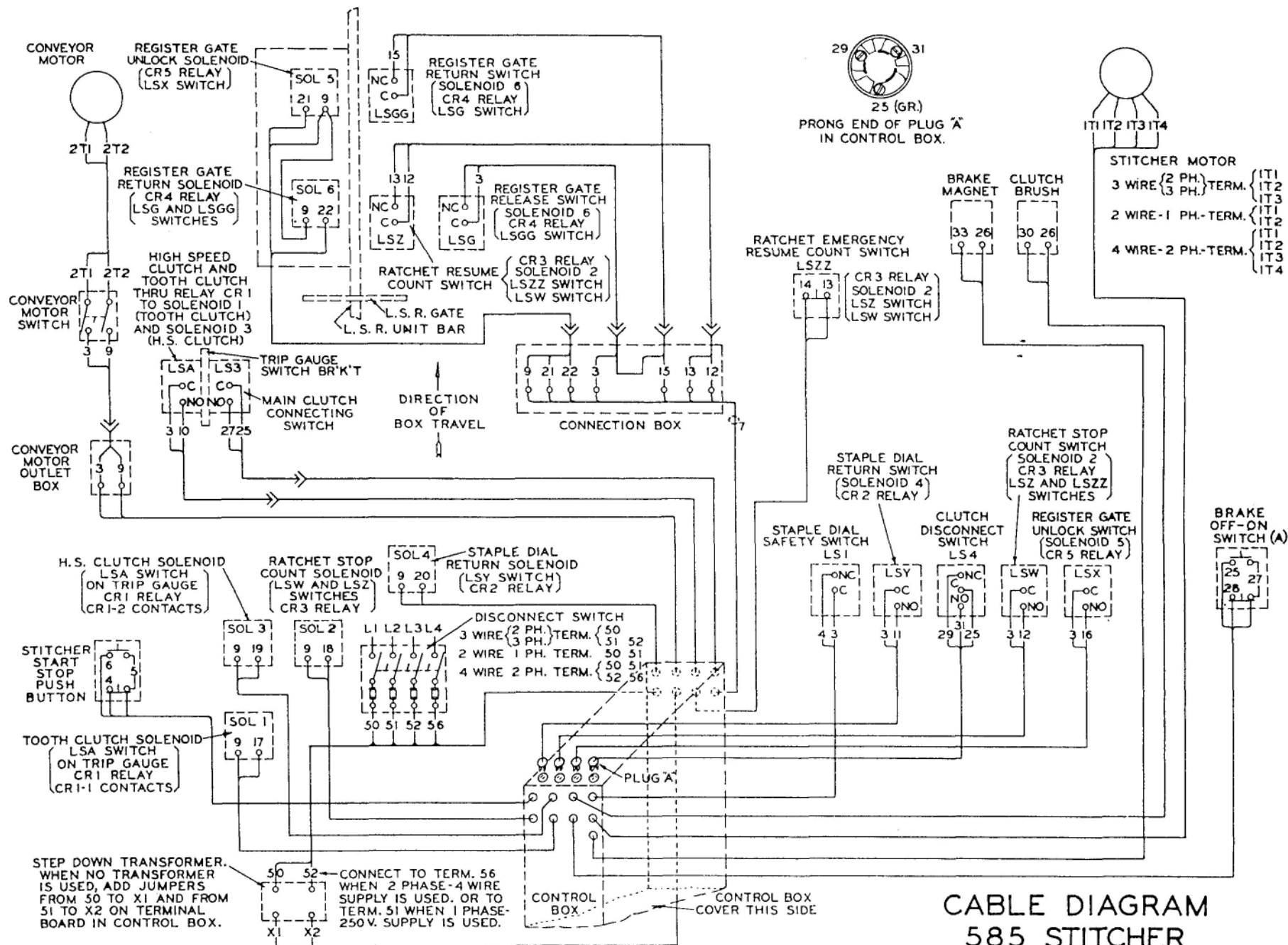


PHOTO No. 17



**CABLE DIAGRAM
585 STITCHER**

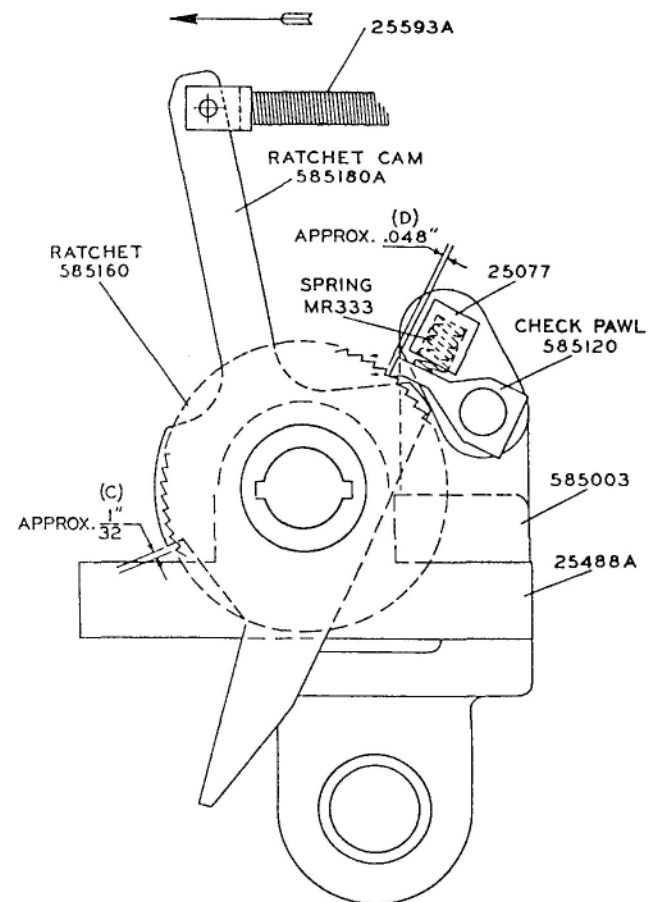
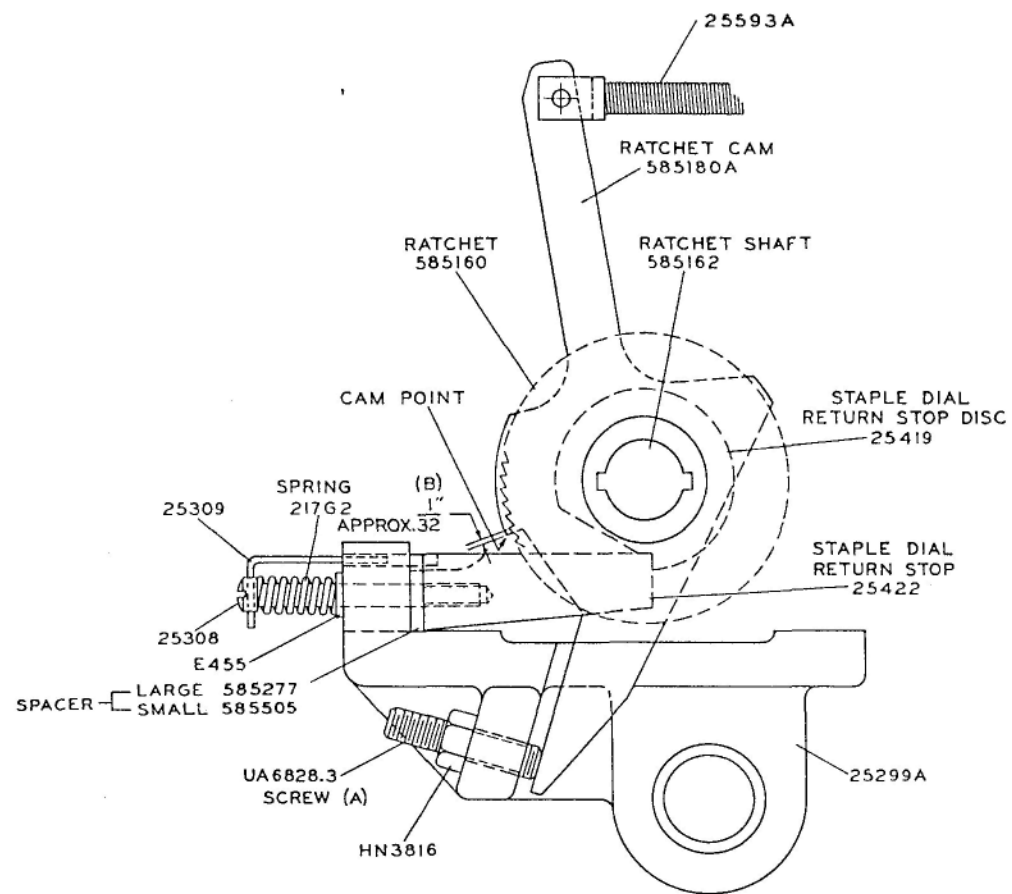
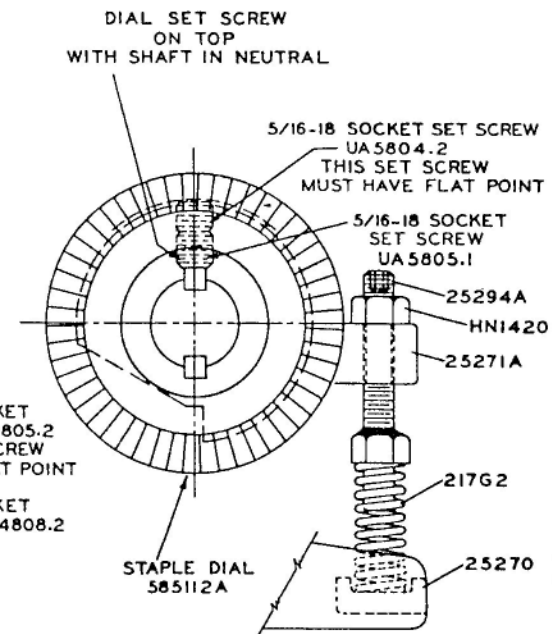
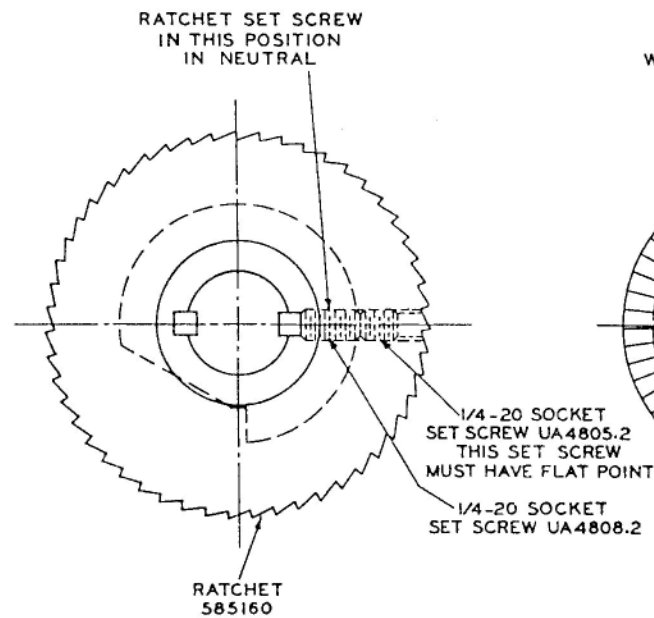
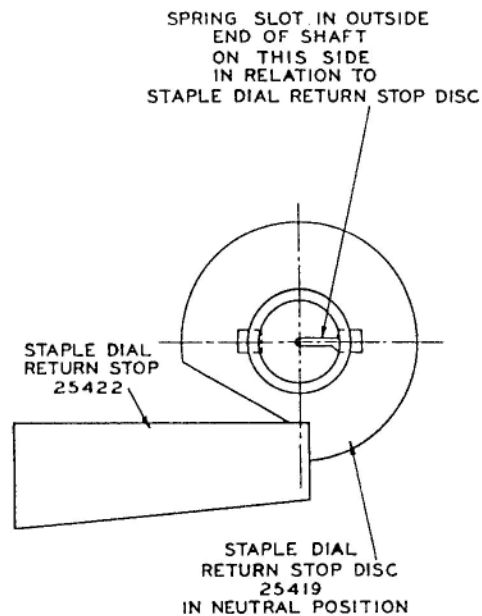


DIAGRAM 1



PARTS AND KEY RELATIONSHIP ON RATCHET SHAFT

DIAGRAM 2

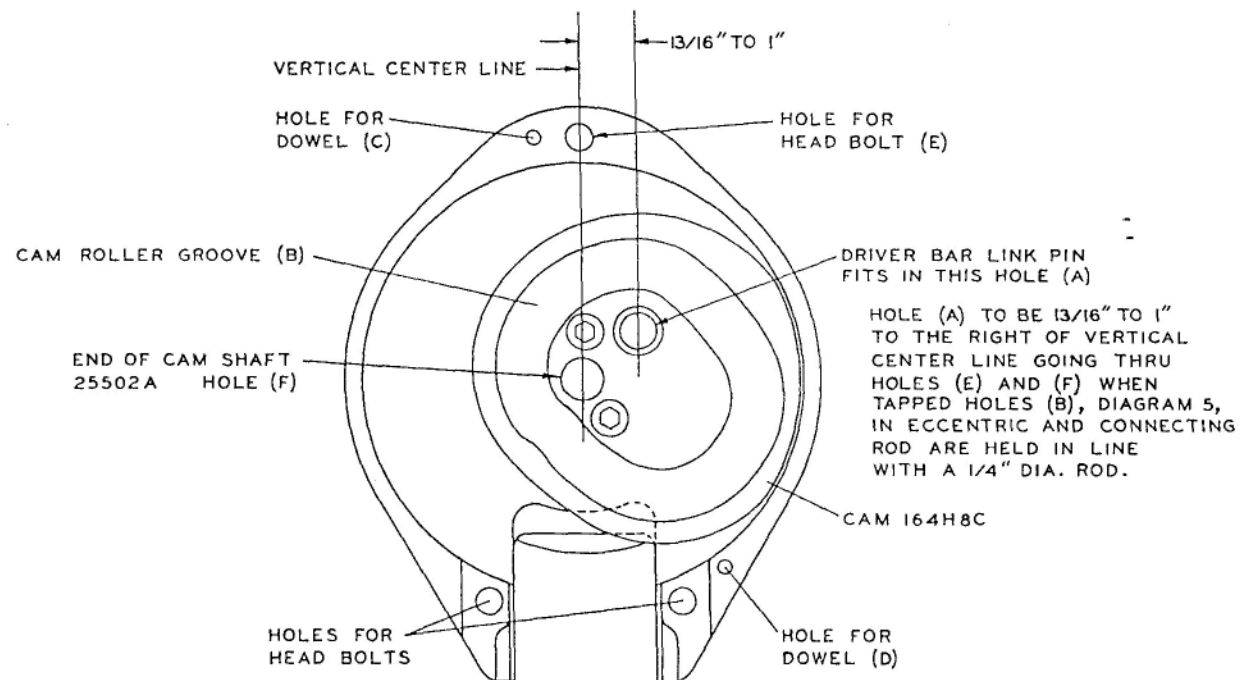


DIAGRAM 3

WARNER ELECTRIC CLUTCH AND BRAKE UNIT
NO. ICB-825 90 VOLT D.C.
BOSTITCH PART NO. 86113

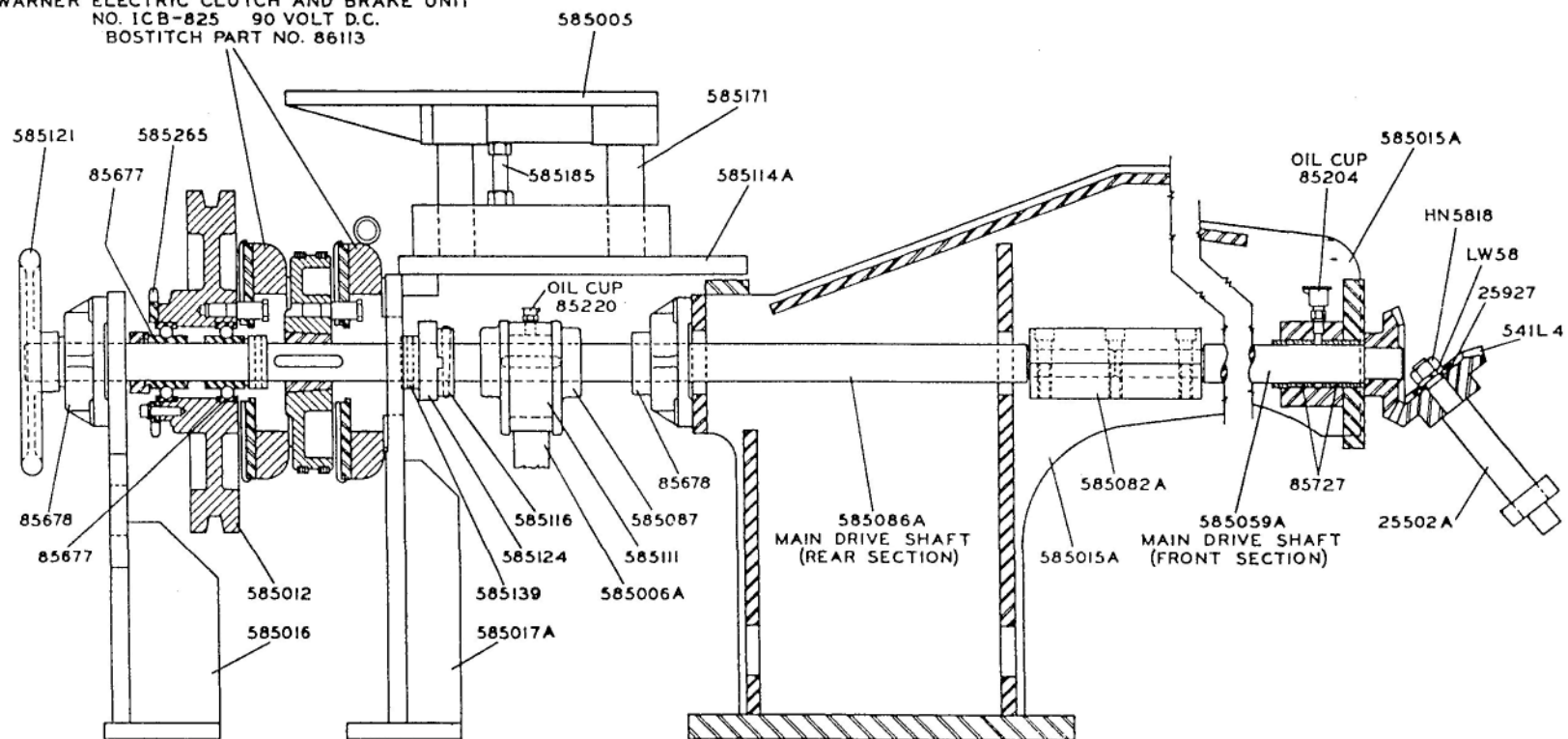


DIAGRAM 4

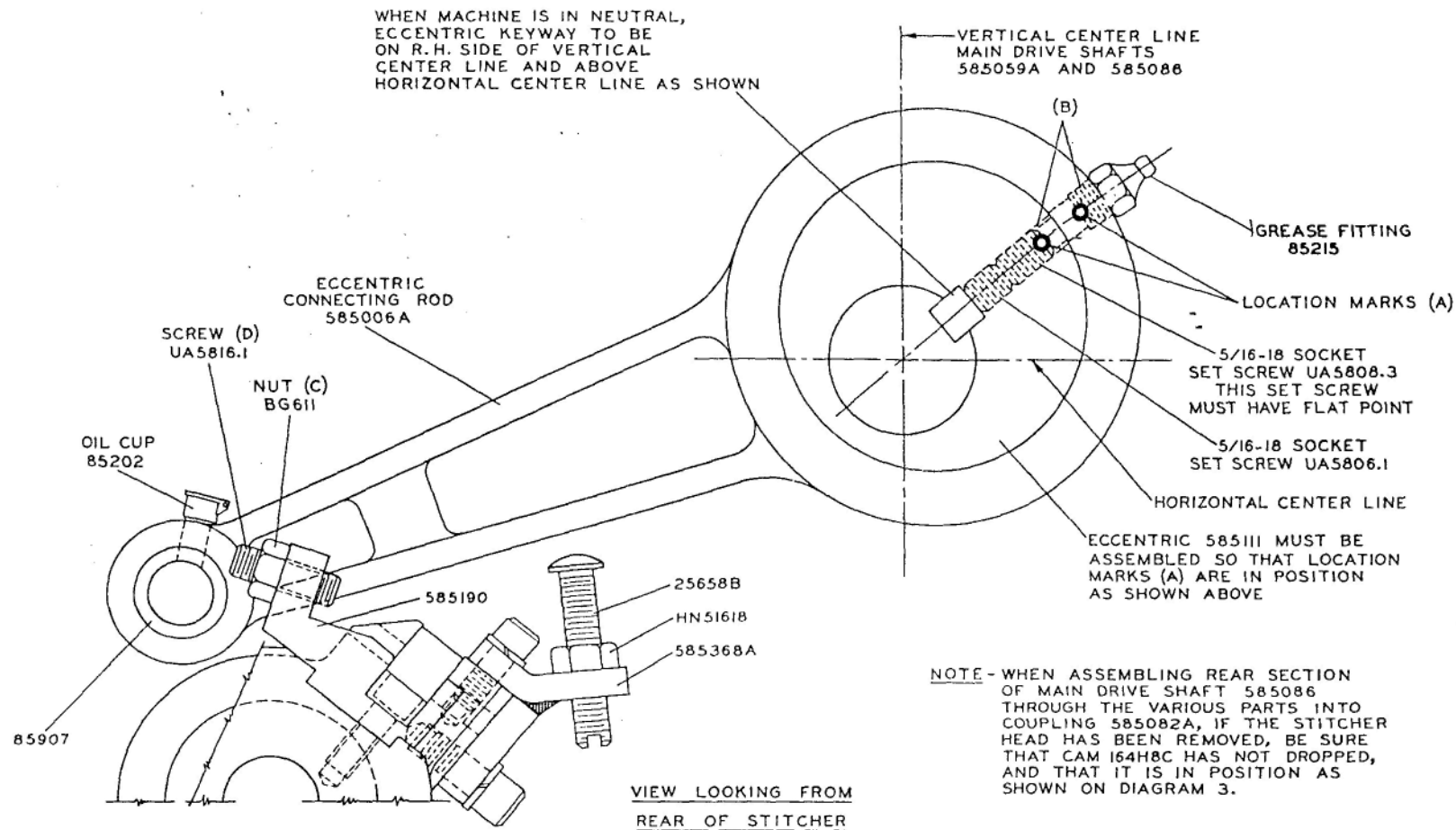
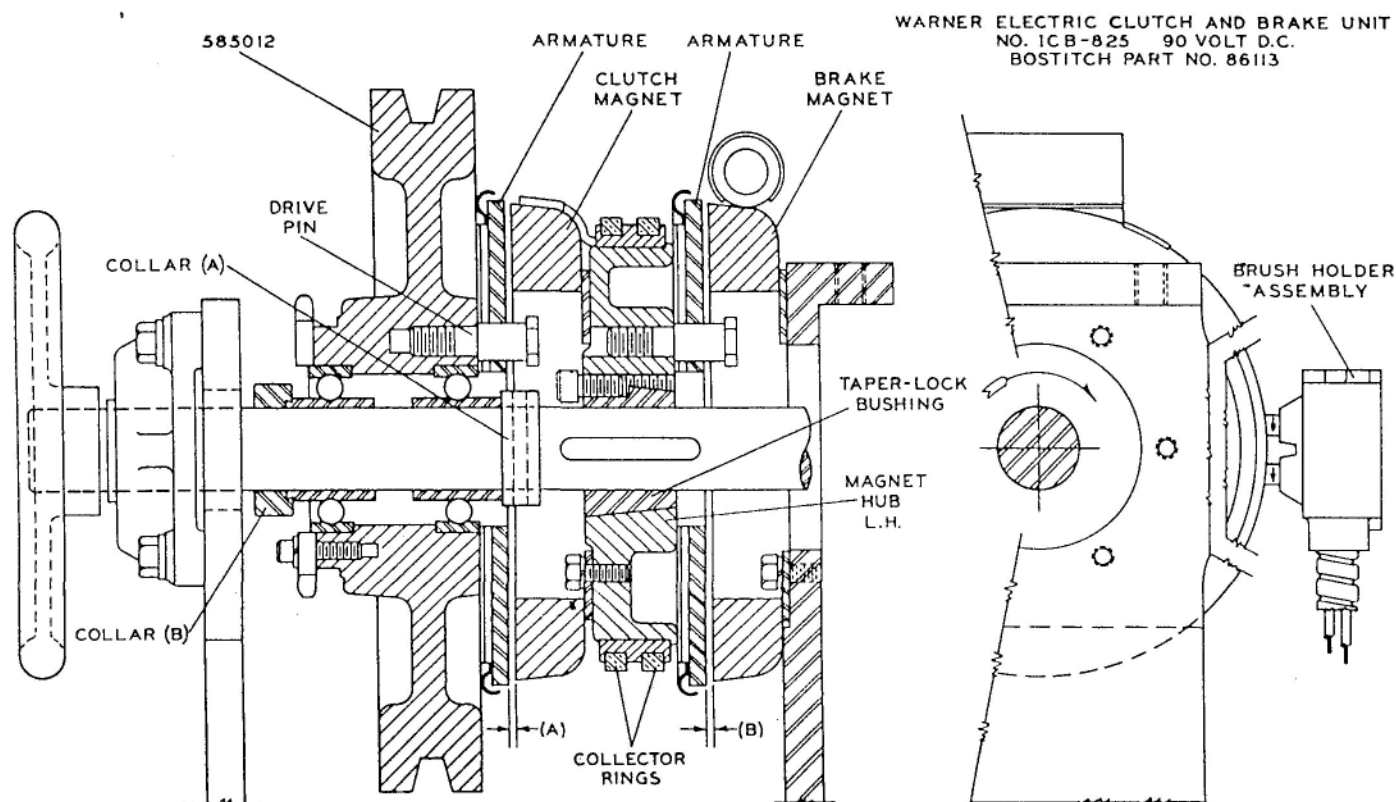


DIAGRAM 5



DIMENSIONS (A) AND (B) FOR THE INSTALLATION OF A NEW CLUTCH AND BRAKE UNIT SHOULD BE $1/16"$ RESPECTIVELY. IF CLUTCH AND BRAKE UNIT FOR ANY REASON HAS TO BE REMOVED AFTER BEING IN OPERATION AND IS TO BE REASSEMBLED TO MACHINE, THE FOLLOWING INSTRUCTIONS SHOULD BE CAREFULLY CARRIED OUT.

- 1-BEFORE REMOVING, MEASURE AND MAKE A RECORD OF DIMENSIONS (A) FOR CLUTCH AND (B) FOR BRAKE.
- 2-WHEN REASSEMBLING, LOCATE CLUTCH AND BRAKE TO (A) AND (B) DIMENSIONS AS NOTED IN ITEM 1.

UNLESS THIS IS DONE THE CLUTCH MAGNET AND THE BRAKE ARMATURE WILL NOT BE LOCATED CORRECTLY.

DIAGRAM 6

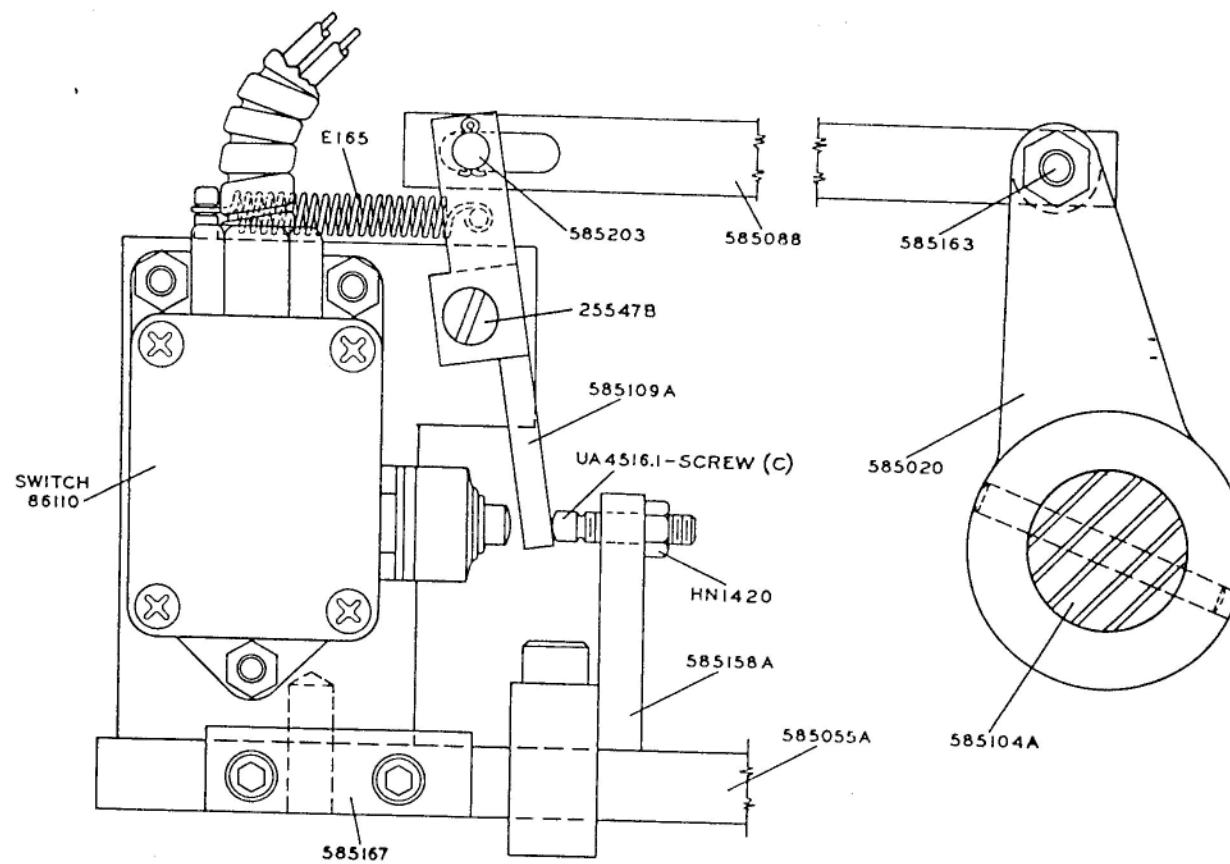
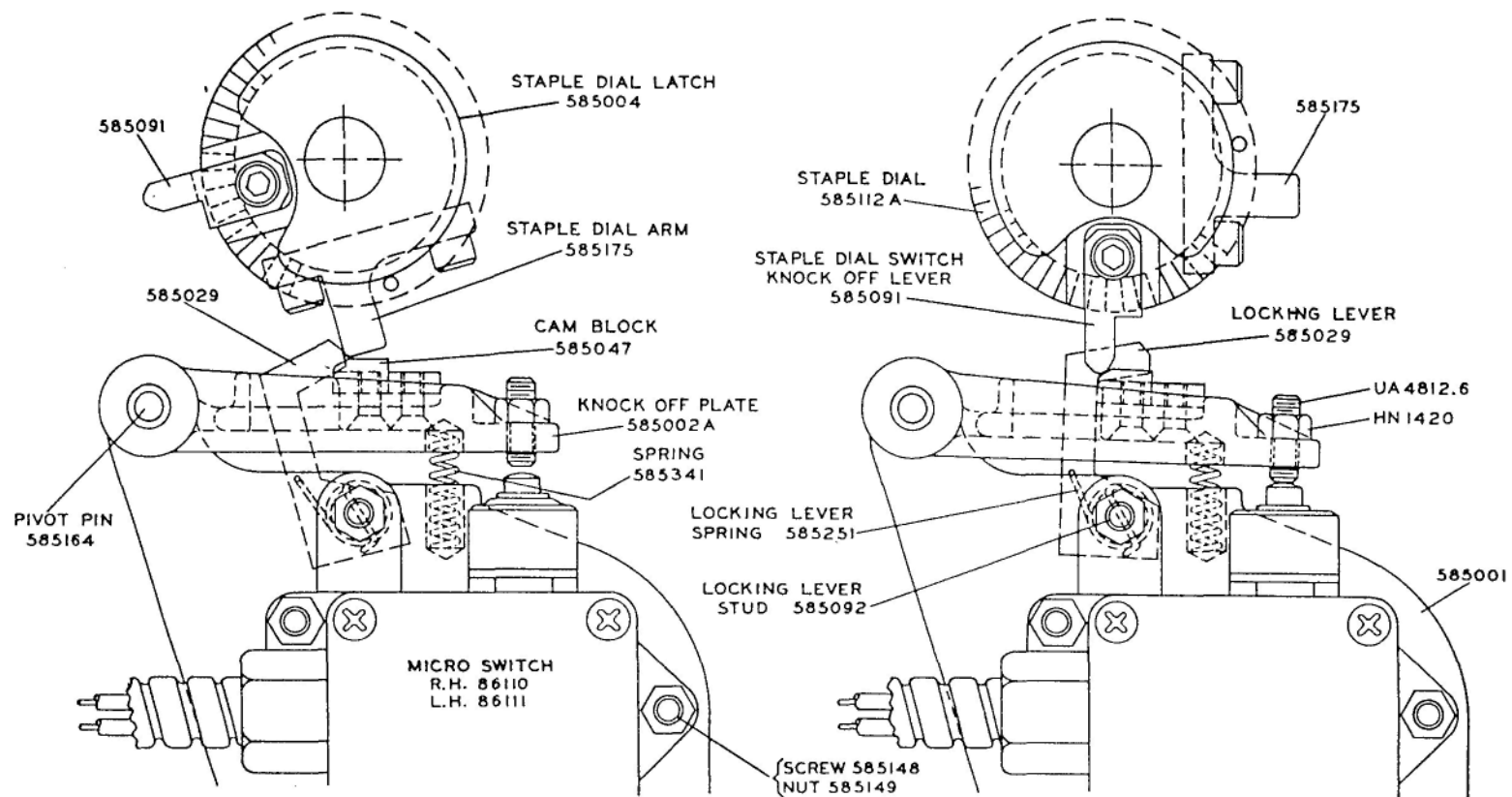


DIAGRAM 7



STAPLE DIAL RETURN MECHANISM
DIAGRAM 8

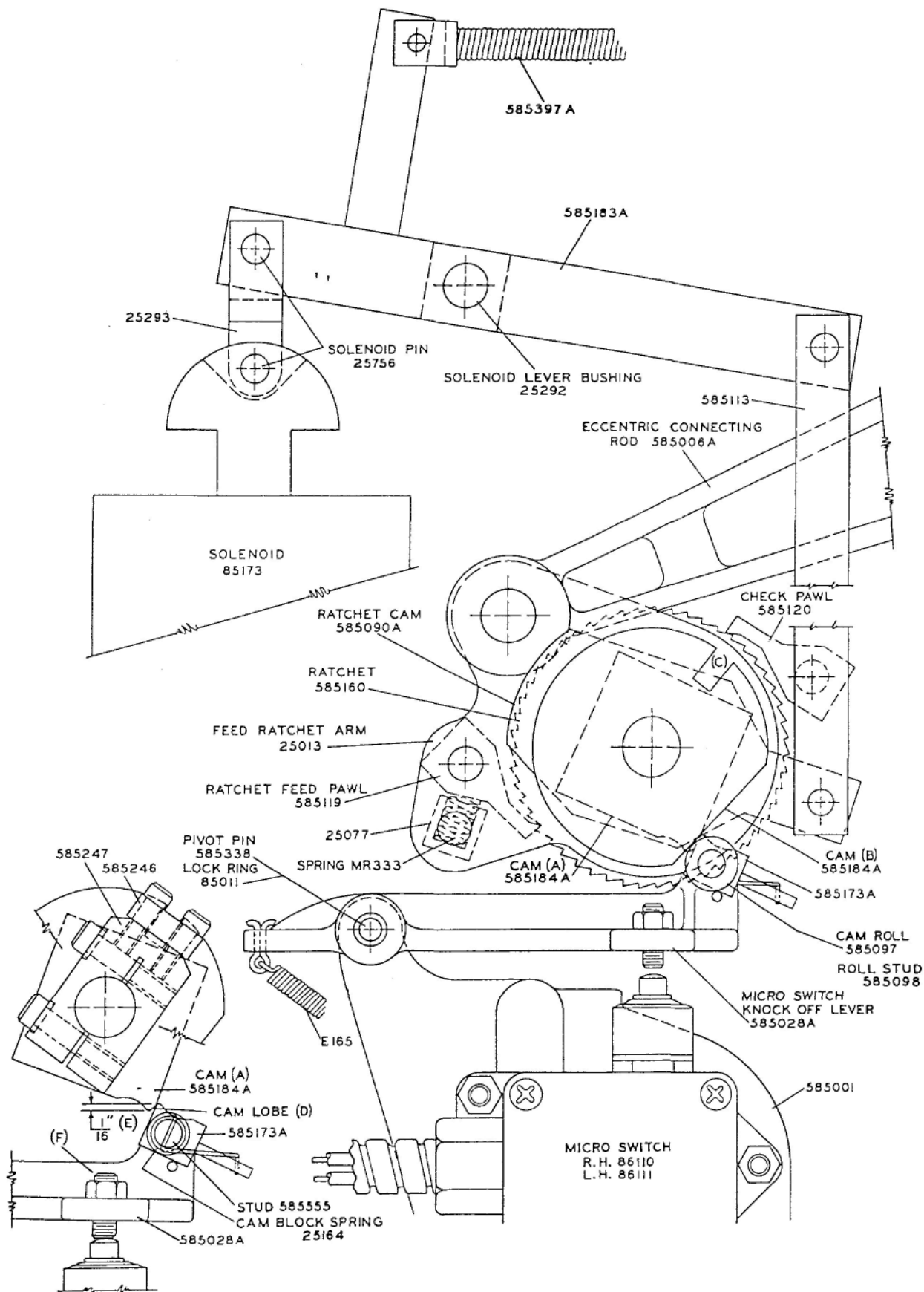


DIAGRAM 9

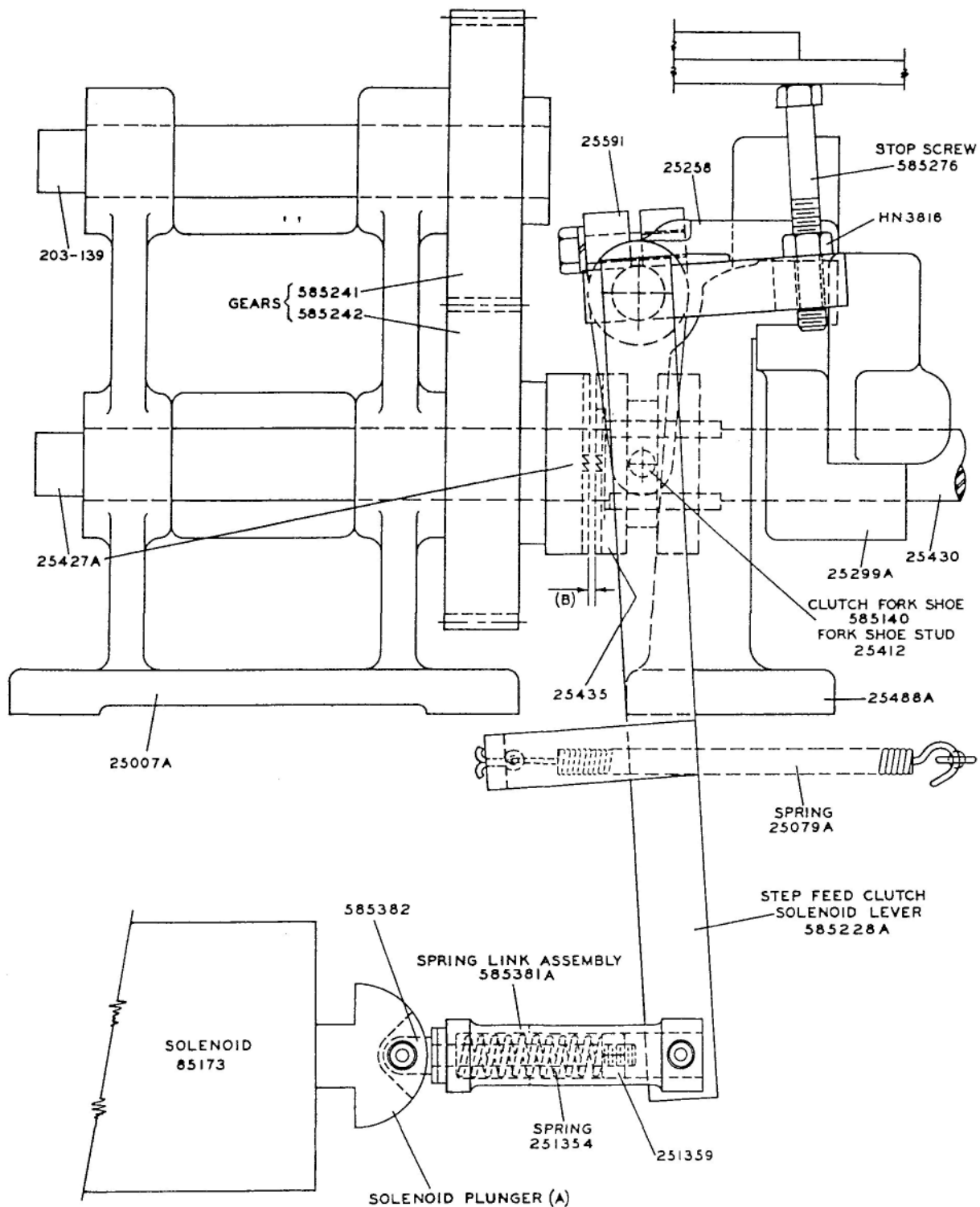


DIAGRAM 10

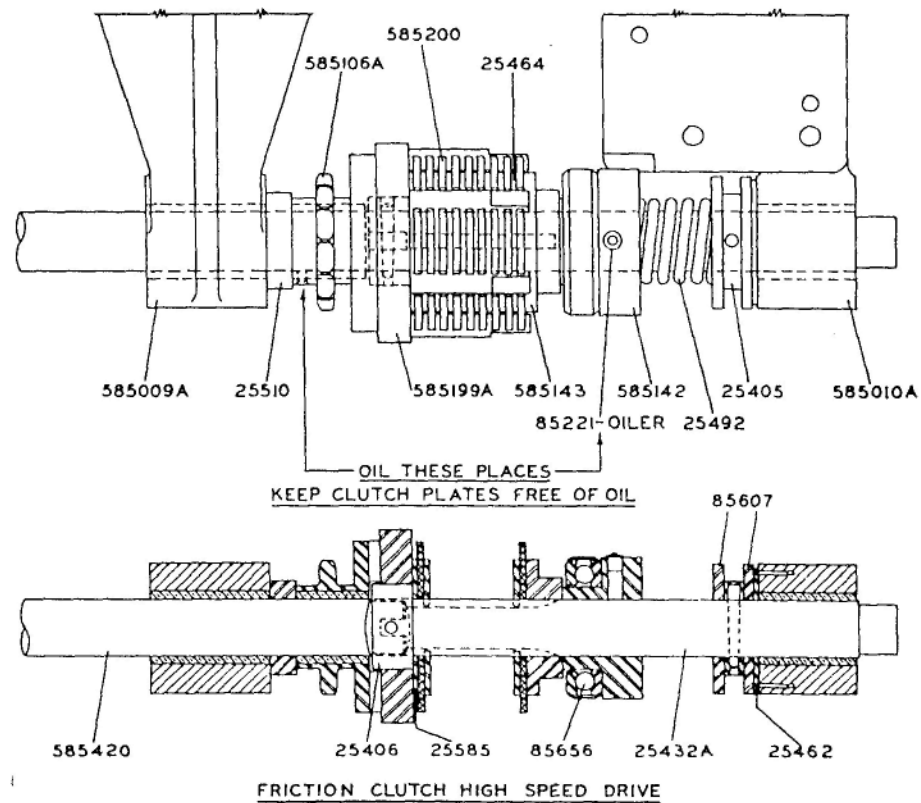


DIAGRAM II

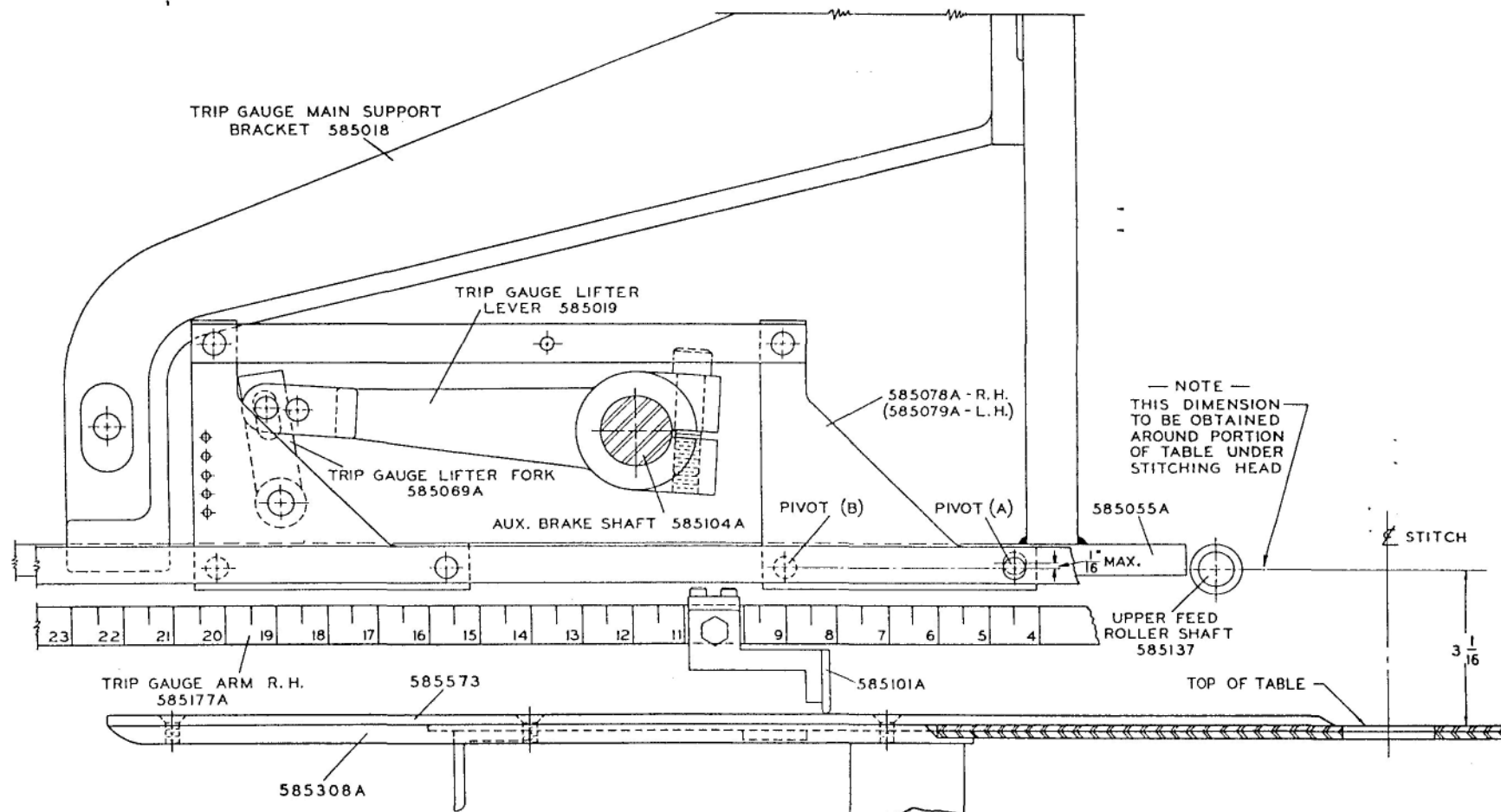
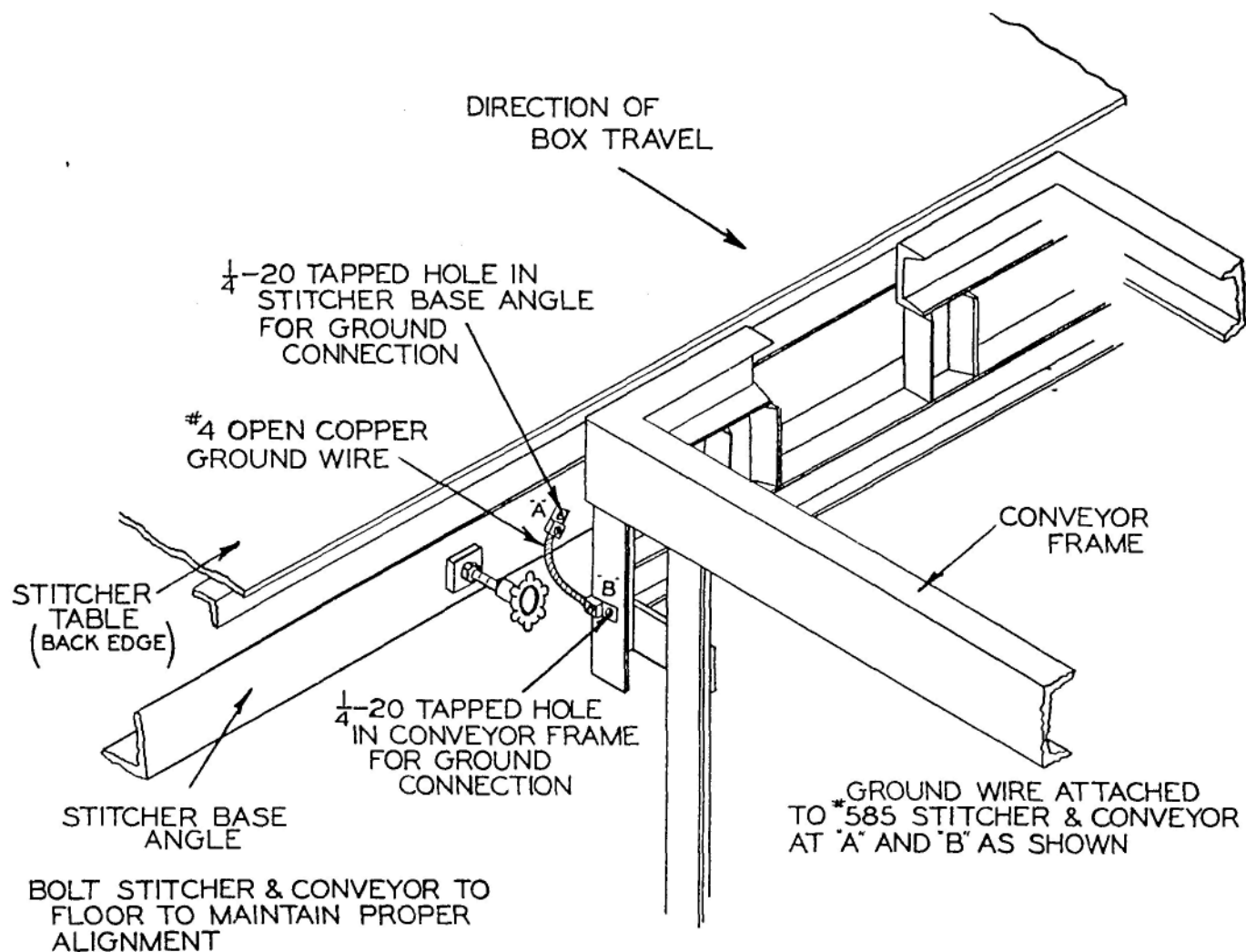
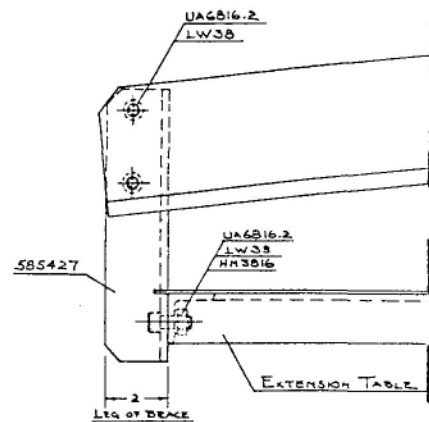
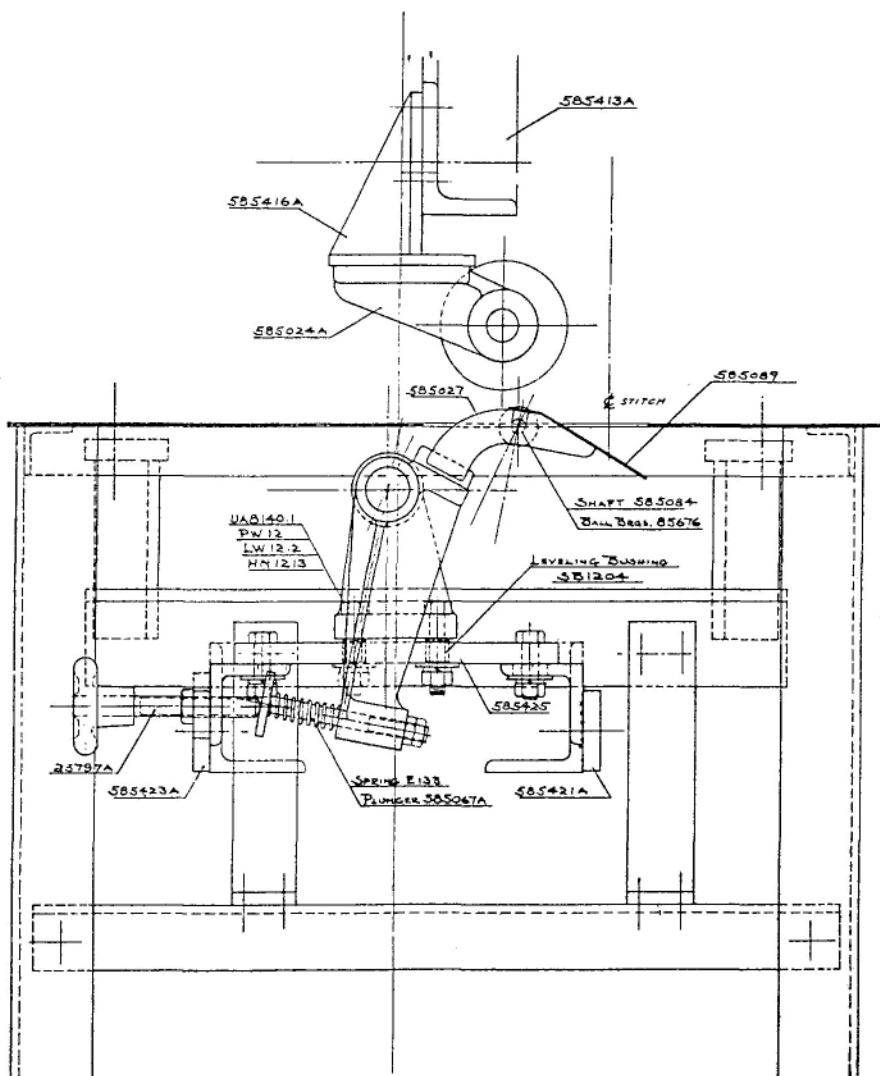


DIAGRAM 12

DIAGRAM 13

LIST OF PARTS INCLUDED IN EXTENSION FEED ROLL UNIT — FOR #585 STITCHER

<i>Part No.</i>	<i>Quantity</i>	<i>Part Name</i>
585413A	1	Feed Roll Bearing Bracket Support
MR76	2	Spacer
585416A	1	Feed Roll Bearing Bracket
585420	1	Upper Step Feed Roller Shaft
585421A	1	Bearing Plate Bracket — Front
585423A	1	Bearing Plate Bracket — Rear
585425	1	Bearing Plate
SB1204	4	Leveling Bushing
25022A	1	Rocker Shaft Bearing
585426	1	Spacer
585026	1	Pressure Roll Bearing Bracket
585027	1	Pressure Roll Bearing
585083	1	Pressure Roll
85676	2	Pressure Roll Ball Bearing
585084	1	Pressure Roll Shaft
585089	1	Deflector Plate
585067A	1	Pressure Roll Bearing Bracket Plunger
25797A	1	Pressure Roll Adj. Screw
585343	1	Collar
E133	1	Plunger Spring
585427	1	Feed Roll Brg. Bracket Support Brace
25534	1	Auxiliary Brake Drum
134-65	1	Collar
UA3806.4	4	#10 — 32 x $\frac{3}{8}$ Flat Soc. Cap Screw
UA5120.2	3	$\frac{5}{16}$ — 18 x $1\frac{1}{4}$ Hex Head Screw
UA6816.2	8	$\frac{3}{8}$ — 16 x 1 Soc. Cap Screw
UA6120.1	4	$\frac{3}{8}$ — 16 x $1\frac{1}{4}$ Hex Head Screw
UA8820.1	4	$\frac{1}{2}$ — 13 x $1\frac{1}{4}$ Soc. Cap Screw
UA8124.1	4	$\frac{1}{2}$ — 13 x $1\frac{1}{2}$ Hex Head Screw
UA8128.1	4	$\frac{1}{2}$ — 13 x $1\frac{3}{4}$ Hex Head Screw
UA8140.1	4	$\frac{1}{2}$ — 13 x $2\frac{1}{2}$ Hex Head Screw
HN3816	6	$\frac{3}{8}$ — 16 Hex Nut
HN1213	12	$\frac{1}{2}$ — 13 Hex Nut
HN1213.2	2	$\frac{1}{2}$ — 13 Hex Jam Nut
HN5818.2	1	$\frac{3}{8}$ — 18 Hex Jam Nut
PW12	8	$\frac{1}{2}$ Plain Washer
LW516	3	$\frac{5}{16}$ Lock Washer
LW38	12	$\frac{3}{8}$ Lock Washer
LW12.2	16	$\frac{1}{2}$ Lock Washer
UB2920.1	2	$\frac{3}{32}$ x $1\frac{1}{4}$ Cotter Pin
UB4624.1	1	#4 x $1\frac{1}{2}$ Taper Pin
UB4632.3	1	#4 x 2 Taper Pin



DIAGRAM

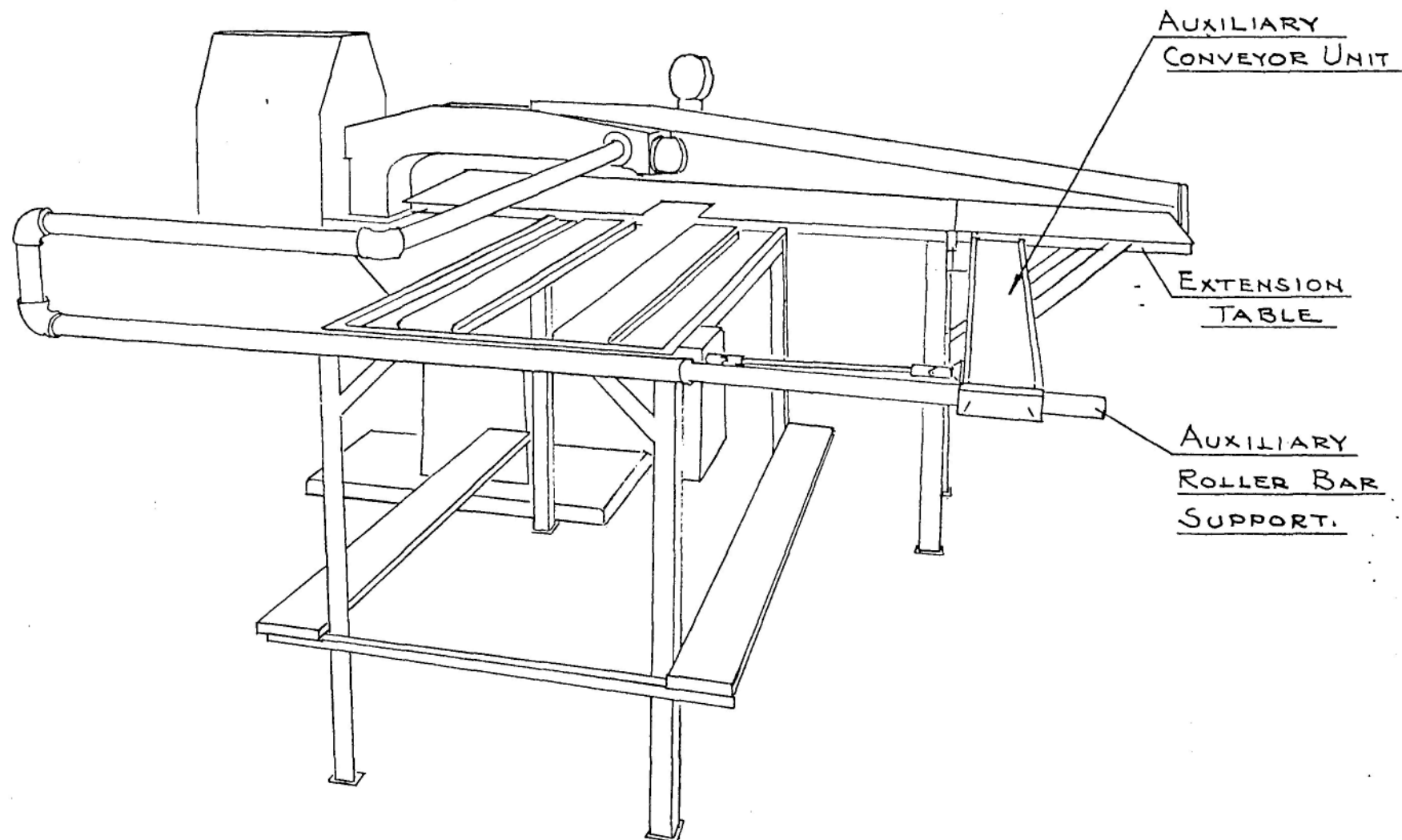
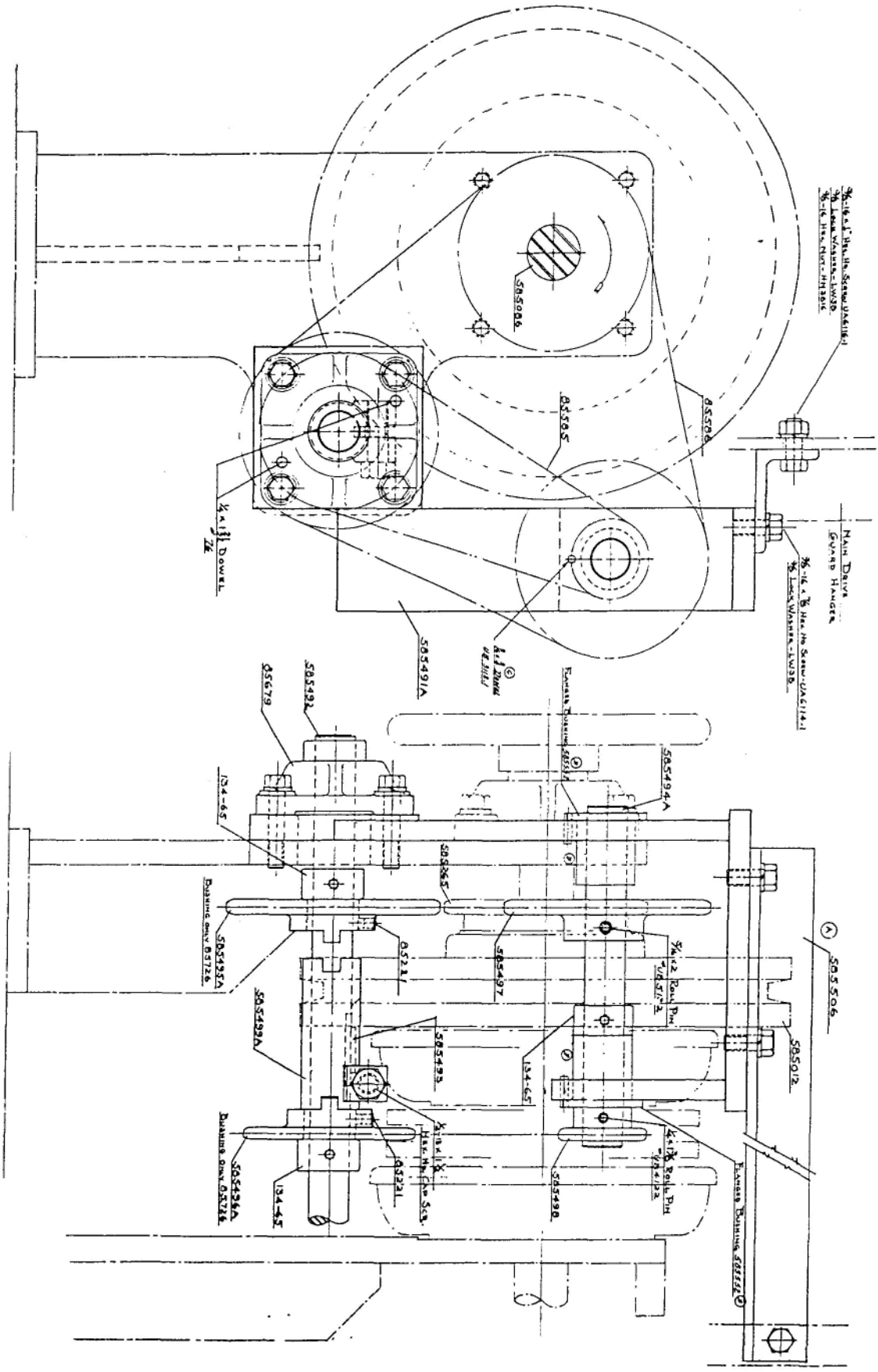


DIAGRAM 15

PARTS LIST

AUXILIARY CONVEYOR UNIT

<i>Part No.</i>	<i>Quantity</i>	<i>Part Name</i>
585436	1	Auxiliary Conveyor Belt Frame
585319A	1	Conveyor Pulley (Idler)
585320	1	Conveyor Pulley (Driver)
585336	1	Conveyor Pulley Key
585321	2	Conveyor Pulley Spacer (Idler)
585322	2	Conveyor Pulley Spacer (Driver)
585437	1	Aux. Conveyor Pulley Idler Shaft
585438	1	Aux. Conveyor Pulley Drive Shaft
585439	1	Idler Shaft Retainer Plate
585440	2	Idler Shaft Take-up
85549	2	Drive Shaft Bearing
85289	1	Conveyor Belt
585441	1	Auxiliary Conveyor Universal Shaft
585442	1	Universal Joint
585443	1	Universal Joint
UA5116.1	8	$\frac{3}{8}$ — 18 x 1 Hex Head Screw
UA4408.1	2	$\frac{1}{4}$ — 20 x $\frac{1}{2}$ Flat Head Screw
UA4805.1	2	$\frac{1}{4}$ — 20 x $\frac{3}{8}$ Socket Set Screw
UA6816.4	2	$\frac{3}{8}$ — 16 x 1 Socket Set Screw
UA6812.3	2	$\frac{3}{8}$ — 16 x $\frac{3}{4}$ Thumb Screw
HN3816	2	$\frac{3}{8}$ — 16 Hex Nut
HN1213	4	$\frac{1}{2}$ — 13 Hex Nut
LW516	8	$\frac{5}{8}$ Lock Washer
UB4120.2	3	.218 x $1\frac{1}{4}$ Roll Pin
85226	2	Gits Oiler
UB3920.1	2	$\frac{3}{8}$ x $1\frac{1}{4}$ Cotter Pin



OPERATING INSTRUCTIONS:

SLOW SPEED FEED ROLL DRIVE UNIT

The operation of this unit is controlled by making two simple adjustments.

With the Clutch Sleeve #585499A clamped in place over Key #585493, and with Jaws engaged with Sprocket #585495A, the Roller Drive Shaft will be driven at standard or normal speed.

With this adjustment of the Clutch Sleeve, the belt driving the Auxiliary Throw Out Roller must be run in the 3" O.D. or 1 to 1 ratio grooves of the Double Groove Pulleys for normal auxiliary throw out roller speed.

To drive the Feed Rollers at one half of their normal speed, loosen the clamping screw on Clutch Sleeve, slide and turn Sleeve so that Sleeve jaws engage with smaller Sprocket #585496A, and clamp Sleeve in place over key in shaft.

With this adjustment of the Clutch Sleeve, the belt driving the Auxiliary Throw Out Roller must be run in the 4" and 2" O.D. or 2 to 1 Ratio grooves of the Double Groove Pulleys, in order to maintain the normal or constant speed of the Auxiliary Throw Out Roller.

PARTS LIST — SLOW SPEED FEED ROLL DRIVE UNIT ON #585 STITCHERS

Part No.	No. Required	Name of Part
#585491A	1	Slow Speed Feed Roll Drive Bracket
#585492	1	High Speed Roller Drive Shaft
#585493	1	High Speed Shaft Clutch Sleeve Key
#585494A	1	Intermediate Feed Roll Drive Shaft
#585495A	1	H.S. Sprocket On Feed Roll Drive Shaft
#585496A	1	L.S. Sprocket On Feed Roll Drive Shaft
#585497	1	Driven Sprocket — Int. Feed Roll Dr. Shaft
#585499A	1	Dual Speed Clutch Sleeve
#585501	1	Aux. Throw-Out Driving Pulley
#585502	1	Aux. Throw-Out Driven Pulley
#85586	1	High Speed Roller Drive Chain
#85577	1	High Speed Drive Chain Offset Link
#85476	1	High Speed Drive Chain Conn. Link
#85585	1	Slow Speed Roller Drive Chain
#85583	1	Slow Speed Drive Chain Conn. Link
134-65	3	Collar
UA6132.1	4	$\frac{3}{8}$ — 16 x 2 Hex. Head Screw
UA8124.1	1	$\frac{1}{2}$ — 13 x $1\frac{1}{2}$ Cap Screw Hex. Hd.
UA5808.1	2	$\frac{5}{8}$ — 18 x $\frac{1}{2}$ Socket Set Screw
UA5804.1	3	$\frac{5}{8}$ — 18 x $\frac{1}{4}$ Socket Set Screw
LW38	7	$\frac{3}{8}$ Lock Washer
UB5132	1	.312 x 2 Roll Pin
76	2	$\frac{1}{4}$ x $1\frac{7}{32}$ Dowel Pin
585506	1	Angle Brace
UA6114.1	2	$\frac{3}{8}$ — 16 x $\frac{7}{8}$ Hex. Head Cap Screw
UA6116.1	1	$\frac{3}{8}$ — 16 x 1 Hex. Head Cap Screw
HN3816	1	$\frac{3}{8}$ — 16 Hex. Nut

PARTS RECOMMENDED FOR CUSTOMER'S STOCK

STITCHER PARTS

585218A	Upper Step Feed Rollers—R.H. (2 per Machine)	585397A	Ratchet Cam Spring Assem.—L.S.R.
585219A	Upper Step Feed Rollers—L.H. (2 per Machine)	585244	Cam Spring
256398A	L.H. Lower Feed Roller (1 per Machine)	585204	Latch Lever Block
256408A	R.H. Lower Feed Roller (1 per Machine)	585215	Gate Cam Spring
185H3C	Clincher $\frac{3}{8}$ " Crown	585250	Gate Spring
UA1405.2	Clincher Screw	585205	Register Cam Latch Block
85173	Solenoid 110V, 60 Cycle (6 per Machine)	585249	Staple Dial Spring
86110	Micro Switch—R.H. (3 per Machine)	585097	Cam Roll
86111	Micro Switch—L.H. (7 per Machine)	585098	Cam Roll and Cam Block Stud (2 per Machine)
85278	V-Belt—Main Drive $\frac{3}{4}$ H.P. Motor	585251	Locking Lever Spring
85299	V-Belt—Main Drive 1 H.P. Motor	585341	Micro Switch Knock Off Plate Spring
85288	V-Belt—Conveyor Drive	585570A	Trip Gauge Weight Relief Spring Assem. (2 per Machine)
585367	Belt—Auxiliary Throw Out Roller Drive	E133	Pressure Roll Plunger Spring
85285	Belt Hook for Auxiliary Throw Out Drive Belt	11244	Auxiliary Throw Out Roller Spring
25110	Ratchet Return Spring	86181	Control Relay for all Solenoids—115V. —60 Cycle (5 per Machine)
25014	Ratchet Auxiliary Arm	86185	Relay for Clutch—Brake Unit (inside Control Box)—90V.—D.C. (1 per Machine)
585180A	Ratchet Cam	86184	Potentiometer for Clutch—Brake Unit (2 per Machine)
25593A	Ratchet Cam Spring	86195	"Buss"—Glass Tube Fuse—1 Amp.—250V. (3 per Machine)
585119	Ratchet Pawl (Feed)		
585120	Ratchet Pawl (Check)		
585301	Ratchet Key (2 per Machine)		
585006A	Connecting Rod		
585133	Tie Stitch Arm		
25070	Tie Stitch Latch		
585190	Tie Stitch Latch Block		
FP	Auxiliary Brake Lever Spring and Latch Lever Spring		
194-20	Ratchet Wheel		
199-72	Step Feed Ratchet Rollers (7 per Set)		
210-197	Step Feed Ratchet Rollers Springs (7 per Set)		
25539A	Auxiliary Brake Band—Central		
25929	Auxiliary Brake Band—Left End		
25930A	Auxiliary Brake Band—Right End		
251348	Spring Link Case		
251354	Solenoid Spring		
251359	Solenoid Link Nut		
210-297	Trip Gauge Unit Return Spring		
25756	Solenoid Pin (11 per Machine)		
25755	Solenoid Pin (1 per Machine)		
25757	Solenoid Pin (1 per Machine)		
25411	High Speed Clutch Fork Shoe (2 per Machine)		
585140	Step Feed Clutch Fork Shoe (2 per Machine)		
25492	High Speed Clutch Spring		
BHL485	485 Bliss Head Long Draw		
25164	Brake Switch Lever Spring		
585200	High Speed Clutch Plate (9 per Machine)		
25301	Feed Roll Rocker Arm Bearing Spring (2 per Machine)		
25079A	Solenoid Lever Spring		
25658B	Tie Stitch Adjusting Screw		
585156	Trip Gauge Lifter Lever Pin		
E165	High Speed Switch Lever Spring and Knock Off Lever Spring (3 per Machine)		
585175	Staple Dial Arm		
585013A	Roller Clutch Drive Link		
585166	Roller Clutch Drive Link Stud		
585170	Feed Adjustment Clamping Screw		
E175	Hold Down Bar Spring		
186-247	Ratchet Cover Plate		
MR333	Ratchet Pawl Spring		

COMPONENT PARTS OF RSCA 585 SERIES AUTOMATIC STITCHERS

FP	Auxiliary Brake Lever Spring and Latch Lever Spring	25153	Trip Gauge Clamp Bar Spacer
BSA67A	Allen Wrench for Step Feed Roller and Tie Stitch Cam Lock	25164	Tie Stitch Trigger Spring, Cam Lever Trigger Spring and Cam Block Spring
MR75	Solenoid Lever Pivot Screw Washer	25196	Tie Stitch Pawl Spring
76	Tie Stitch Pivot	25208	Tie Stitch Latch Shaft
MR76	Bracket Support Spacer	25210	Tie Stitch Trigger Stud and Cam Lever Trigger Stud
E133	Plunger Spring	25211	Tie Stitch Latch Lifter Stud
134-65	Collar—1" Diam. Hole	25212A	Tie Stitch Lock
134-65B	Collar— $\frac{3}{8}$ " Diam. Hole	25218	Tie Stitch Latch Spring
138-19	Ratchet Cover	25258	High Speed Clutch Fork Bracket
164H8C	Drive Cam	25270	Staple Dial Brake Lever
E165	High Speed Switch Lever Spring and Knockoff Lever Spring	25271A	Roller Clutch Bearing Bracket
174	Table Washer	25273	Staple Dial Brake Disc
E175	Hold Down Bar Spring	25286	Staple Dial Friction Stud
185H3C	Clincher ($\frac{7}{8}$ " Crown)	25288	Staple Dial Brake Lever Stud
UA1405.2	Clincher Screw	25289A	Staple Control Solenoid Lever
UA1406.3	Clincher Screw for Open Head	25292	Solenoid Lever Bushing
186-247	Ratchet Cover Plate	25293	Solenoid Link
194-20	Ratchet Wheel	25294A	Staple Dial Friction Adjusting Screw
199-72	Ratchet Roll	25298	Drop Roller Arm
202-263	Drop Roller Arm Bearing Spring Adj. Screw	25299A	Step Feed Clutch Bracket
203-139	Reverse Gear Shaft	25301	Drop Roller Arm Bearing Spring
207-56	Drop Roller Arm Bearing Slide	25304	Ratchet Spring Swivel Pin
210-197	Ratchet Roll Spring	25308	Staple Dial Return Stop Screw
210-297	Trip Gauge Return Spring	25309	Staple Dial Return Stop Screw Retainer
217G2	Brake Takeup Spring or Staple Dial Brake Spring	25405	High Speed Clutch Shaft Collar
217-191	Head Casing Stud—Long	25407	Tie Stitch Trip Sleeve Block
217-192	Head Casing Stud—Short	25409	Tie Stitch Trigger Plate
228-13	Openhead Bracket Screw Washer	25410	Tie Stitch Trigger
229-56	Side Gauge Hand Wheel	25411	High Speed Clutch Fork Shoe
MR333	Ratchet Pawl Spring	25412	High Speed Clutch Fork Shoe Stud and Step Feed Clutch Fork Shoe Stud
C451	Shakeproof Screw in 25021CA	25419	Staple Dial Return Stop Disc
E455	Ratchet Stop Block Spring Washer	25421	High Speed Clutch Lever Bushing
500L5	Head Casing	25422	Staple Dial Return Stop
501L	Elbow Assembly	25424A	Tie Stitch Trip Sleeve
541L4	Head Drive Shaft Bevel Gear	25426A	Universal Feed Shaft (Upper)
BG611	Tie Stitch Latch Block Nut	25427A	Step Feed Gear Shaft
0087	Drop Roller Adjusting Screw Lock Spring	25428	High Speed Disc Clutch Fork Shaft
SB1204	Leveling Bushing	25430	Step Feed Clutch Shaft
2335B	Cam Lever Spring	25432A	High Speed Clutch Shaft
2341	Drop Roller Adjusting Screw Lock Pin	25435	Step Feed Slide Clutch
UA3308.2	Openhead Hinge Screw	25445A	Drop Roller Adj. Screw—Lower
11244	Auxiliary Throw-out Roller Spring	25462	High Speed Clutch Thrust Washer—Small
19277	Fork Bracket Dowel	25464	High Speed Clutch Steel Disc
25013	Feed Ratchet Arm	25480A	Aux. Brake Lock Arm
25014	Ratchet Auxiliary Arm	25481	Drop Roller Lever—Lower
25021CA	Top Feed-Roll Shaft Hanger	25483	Aux. Brake Operating Lever
25022A	Drop Roller Shaft Bracket	25484B	Aux. Brake Lever
25029	Ratchet Return Spring Case	25485B	Aux. Brake Shaft Bracket
25070	Tie Stitch Latch	25488A	Ratchet Shaft Bearing Bracket
25071	Brake Take-up Screw	25490	Aux. Brake Operating Drum Arm
25074	Feed Ratchet Arm Pin	25492	High Speed Clutch Spring
25076	Ratchet Pawl Pivot	25499A	Drop Roll Adj. Screw—Upper
25077	Ratchet Pawl Spring Post	25500	Drop Roller Lever—Upper
25079A	Solenoid Lever Spring	25502A	Head Cam Shaft
25080	Spring Pin	25503	Staple Dial Friction
25089A	Brake Band (Box Feed Clutch)	25506	Step Feed Clutch Key
25091	Brake Take-up Screw Bar	25510	Collar for Shafts 585137 and 585060
25110	Ratchet Return Spring	25512A	Aux. Brake Stub Shaft
25115	Throw-out Shaft Sprocket Key	25513	Drop Roller Lever Stud
25149	Breather Pipe	25514	Drop Roll Bumper Washer

25515 Auxiliary Brake Lock Bar
 25516 Drop Roller Adj. Screw Bumper Washer
 25518 Aux. Brake Cam Roller
 25519 Aux. Brake Lever Pin
 25521A Lower Feed Roller Collar
 25525 Drop Roller Arm Bearing Cap Cover
 25529 Drop Roller Link
 25534 Aux. Brake Drum
 25535 Aux. Brake Lock
 25537 Aux. Brake Operating Drum
 25539A Aux. Brake Band—Central
 25547B High Speed Switch Lever Stud
 25570 Trip Gauge Plate Block Cap
 25571 Trip Gauge Clamp Piece
 25585 High Speed Clutch Thrust Washer—Large
 25591 High Speed Tooth Clutch Fork
 25593A Ratchet Pawl Cam Spring Assem.
 25606 Side Gauge Angle Plate—R.H.
 25610 Side Gauge Angle Plate—L.H.
 25633A Drop Roller Arm Adj. Bearing
 25635C Solenoid Guard
 25636 Aux. Brake Band Anchor
 25637 Universal Shaft End
 25639BA Lower Step Feed Roller—L.H.
 25640BA Lower Step Feed Roller—R.H.
 25645B Solenoid Guard Bracket
 25658B Tie Stitch Adj. Screw
 25660 Box Deflector—Right Side
 25661 Aux. Brake Band Right End Stud
 25736 Aux. Throw Out Driven Pulley
 25737A Aux. Throw Out Driving Pulley
 25741 High Speed Roller Drive Shaft Sprocket
 25752A Drop Roller Lock Nut Assem.
 25755 Solenoid Operating Link Fulcrum Pin
 25756 Solenoid Link Pin
 25757 Gate Solenoid Link Pin
 25762A Aux. Brake Hold Down Roll Assem.
 25780 Roller Wheel Support
 25797A Pressure Roll Adj. Screw
 25927 Head Cam Shaft Washer
 25929 Aux. Brake Band—Left End
 25930A Aux. Brake Band—Right End
 25932 Aux. Brake Band Hinge Pin
 25933 Aux. Brake Lock Arm Spring
 25934 Aux. Brake Lock Arm Spring Plate
 25991 Spring Case Tension Screw
 251348 Spring Link Case
 251352 Leather Washer
 251353 Steel Washer
 251354 Solenoid Spring
 251359 Solenoid Link Nut
 251409 Oiler Plate
 585001 Staple Dial Micro Switch Bracket
 585002A Micro Switch Knockoff Plate
 585003 Check Pawl Bracket
 585004 Staple Dial Latch
 585005 Motor Plate
 585006A Eccentric Connecting Rod
 58551A High Speed and Aux. Brake Shaft Bracket
 585008 High Speed Chain Tightener Lever
 585009A Upper Roller Shaft Bearing Bracket
 585010A High Speed Clutch Shaft Bearing
 585011 High Speed Clutch Fork Bracket
 585012 Drive Pulley
 585013A Roller Clutch Drive Link
 585014 Feed Clutch Arm
 585015A Body
 585016 Outboard Bearing Bracket

585017A Brake Magnet Bracket Assembly
 585018 Trip Gauge Main Support Bracket
 585019 Trip Gauge Lifter Lever
 585020 High Speed Switch Hold on Lever
 585021 Trip Gauge Stripper
 585022 Feed Roller Bracket
 585024A Feed Roller Extension Bearing
 585025 Clamp Block (L.S.R.)
 585026 Pressure Roll Bearing Bracket
 585027 Pressure Roll Bearing
 585028A Micro Switch Knockoff Lever
 585029 Locking Lever
 585030B Base (585H)
 585030C Base (585J)
 585031 Table (585H and 585J)
 585032 Solenoid Bracket (L.H.)
 585033 Solenoid Bracket (R.H.)
 585034A Latch Lever
 585035A L.S.R. Slide Bracket
 585036 L.S.R. Gate
 585039 Register Gate Latch
 585040 Staple Control Solenoid Bracket
 585044A Table Leg (Adjustable)
 585045 Table Leg—Front (585J)
 585046 Table Leg—Rear (585J)
 585047 Knockoff Plate Cam Block
 585048 Cross Tie For Legs
 585049 Leg Brace
 585055A Trip Gauge Horizontal Support
 585058A Trip Gauge Slide Plate
 585059A Main Drive Shaft—Front Section
 585060 High Speed Roller Drive Shaft
 585061 Drop Roller Shaft
 585062 Spring Pin
 585063 Drop Roller Arm Guard
 585065A Feed Adjusting Screw
 585067A Pressure Roll Bearing Bracket Plunger
 585069A Trip Gauge Lifter Fork
 585076A Rear Lever (R.H.)
 585077A Rear Lever (L.H.)
 585078A Front Lever (R.H.)
 585079A Front Lever (L.H.)
 585082A Main Shaft Coupling
 585083 Pressure Roll
 585084 Pressure Roll Shaft
 585085A Universal Feed Shaft—Lower
 585086A Main Drive Shaft—Rear Section
 585087 Eccentric Collar
 585088 High Speed Switch Lever Link
 585089 Deflector Plate
 585090A Last Staple Register Ratchet Cam
 585091 Staple Dial Switch Knockoff Lever
 585092 Locking Lever Stud
 585094 Feed Adj. Clamping Screw Spacer
 585097 Cam Roll
 585098 Roll Stud
 585101A Trip Gauge Plate Assembly
 585102A Operating Mechanism Bearing Bracket
 585103 Brake Band Bracket
 585104A Aux. Brake Shaft
 585105 Idler Sprocket Stud
 585106A High Speed Clutch Sprocket
 585109A High Speed Switch Lever
 585110 Base Plate
 585111 Eccentric
 585112A Staple Dial

585113 Ratchet Cam Link
 585114A Motor Plate Bracket
 585115 Solenoid Bracket
 585116 Aux. Brake Cam Hub
 585118A Ratchet Cam Link
 585119 Ratchet Pawl (Feed)
 585120 Ratchet Pawl (Check)
 585121 Drive Shaft Handwheel
 585122 Solenoid Bracket
 585123 Clutch Fork Link
 585124 Aux. Brake Cam
 585127 Solenoid Operating Link Fulcrum
 585128 Tie Stitch Cam
 585130A Trip Gauge Support Angle
 585131 Feed Roller Extension Bracket Support
 585133 Tie Stitch Arm
 585135 Table Leg—Front (585H)
 585136 Table Leg—Rear (585H)
 585138 Base Plate Spacer
 585140 Clutch Fork Shoe
 585141 Ratchet Shaft Spacer
 585142 High Speed Clutch Sleeve
 585143 Clutch Sleeve Bearing Plate
 585144A High Speed Clutch Chain Idler Sprocket
 585145 High Speed Clutch Solenoid Link
 585146 Tie Stitch Latch Lifter
 585147 Tie Stitch Latch Lifter Cam Plate
 585148 Micro Switch Screw
 585149 Micro Switch Screw Nut
 585150 Spring Holder
 585151 Brush Holder Bracket
 585153A Drive Pulley Guard
 585154 High Speed Clutch Lever Stop Bar
 585156 Trip Gauge Lifter Lever Pin
 585158A Trip Gauge Mounting Unit
 585160 Staple Selector Ratchet
 585161 Trip Gauge Upper Arm
 585162 Ratchet Shaft
 585163 Hold On Switch Link Stud
 585164 Knockoff Plate Pivot Pin
 585165 Staple Dial Key
 585166 Roller Clutch Link Stud
 585167 Trip Gauge Stop Block
 585168 Roller Clutch Link Stud Spacer
 585169 Feed Adj. Clamping Screw Washer
 585170 Feed Adj. Clamping Screw
 585171 Motor Plate Support Post
 585173A Cam Block
 585174 Feed Adj. Pointer
 585175 Staple Dial Arm
 585177A Trip Gauge Arm—R.H.
 585178A Trip Gauge Arm—L.H.
 25007A Reverse Gear Bearing Bracket
 585180A Ratchet Cam
 585183A Solenoid Lever
 585184A Last Staple Register Cam Assembly
 585185 Motor Plate Adj. Screw
 585186A Gate Return Bell Crank
 585188 Bell Crank Link
 585189 Gate Solenoid Link
 585190 Tie Stitch Latch Block
 585192A High Speed Clutch Lever
 585193A Gate Solenoid Cam
 585194 Gate Solenoid Cam
 585195 High Speed Clutch Lever Pad
 585197 Tie Stitch and Spring Cage Bracket
 585199A High Speed Clutch Drive Ring

585216B Solenoid Guard
 585200 High Speed Clutch Plate
 585201 Gate Shaft
 585202 Micro Switch Plate
 585203 High Speed Switch Link Pin
 585204 Latch Lever Block
 585205 Register Gate Latch Block
 585206 Cam Stud
 585207 Cam Spring Washer
 585208 Latch Lever Stud
 585209 Cam Lever Stud
 585210 Cam Stud Spacer
 585211 Bell Crank Stud
 585212A Latch Solenoid Link
 585214 Gate Link Stud
 585215 Gate Cam Spring
 585217 Latch Lever Link Stud
 585218A Upper Step Feed Roller—R.H.
 585219A Upper Step Feed Roller—L.H.
 585220 Cam Lever Stud
 585221 Lower Feed Roller Shaft
 585224A Cam Lever
 585225A Cam Lever
 585226 Cam Block
 585228A Step Feed Clutch Solenoid Lever
 585229 High Speed Clutch Lever Bracket
 585230 High Speed Clutch Solenoid Bracket
 585232A Micro Switch Bracket
 585233 High Speed Clutch Lever Stop Screw
 585234A Rear Side Gauge—R.H.
 585235A Rear Side Gauge—L.H.
 585236A Front Side Gauge—R.H.
 585237A Front Side Gauge—L.H.
 585239A Table Filler Plate
 585240 Micro Switch Plate
 585241 Step Feed Roll Drive Gear—Upper
 585242 Lower Feed Shaft Gear
 585243 Cam Stop and Spring Bracket
 585244 Cam Spring
 585245 Cam Spring Hook
 585246 Cam Lock
 585247 Cam Lock Hub
 585248 Cam Plate Screw
 585249 Staple Dial Spring
 585250 Gate Spring
 585251 Locking Lever Spring
 585253 Ratchet Shaft Support Bracket
 585254 Ratchet Shaft Support
 585258A Pivot Pin Plate—Rear
 585261A Front Lever
 585262A Rear Lever
 585263 Lever Link
 585265 Drive Pulley Sprocket
 585266A Operating Lever
 585269A Stud Bracket Hub
 585270 Front Lever Stud
 585271 Rear Lever Stud
 585273 Spring Bracket
 585276 Solenoid Lever Stop Screw
 585277 Staple Dial Return Stop Spacer (Large)
 585278 High Speed Clutch Drive Sprocket
 585281A Cam Lever
 585282 Cam Lever Trigger
 585301 Engaging Arm and Ratchet Shaft Key
 585302 Eccentric Key and Taperlock Bushing Key
 585303 Conveyor Frame
 585304A Conveyor Frame Leg (585J)
 585305A Conveyor Frame Leg (585H)

585306	Gate Cam Locking Plate	85297	V-Belt—Motor to Jack Shaft (Conveyor)
585308A	Table Extension Bar	85681	Jack Shaft Bearing (Conveyor)
585310A	Last Staple Register Unit Bar	585403	Push Button Station Bracket
585315A	Conveyor Motor Bracket	85006	Rubber O Ring
585318	Conveyor Belt Frame	85011	Lock Ring
585319A	Conveyor Pulley (Idler)	85173	Solenoid—110V—60 cy.—A.C.
585320	Conveyor Pulley (Driver)	85251	Openhead Hinge
585321	Conveyor Pulley Spacer (Idler)	85278	Vee Belt (Main Drive)
585322	Conveyor Pulley Spacer (Driver)	85288	Vee Belt (Conveyor Drive)
585323	Conveyor Pulley Idler Shaft	85289	Conveyor Belt
585324	Conveyor Pulley Drive Shaft	85291	Conveyor Drive Shaft Pulley
585330	Hold Down Bar Bracket	85295	Conveyor Motor Pulley
585331	Aux. Roller Bar Support	585367	Belt (Throw-Out Roller)
585332A	Conveyor Aux. Roller Bar	85285	Belt Fastener
585336	Conveyor Pulley Key	85400	Push Button Station
585337	Drive Pulley Key	85464*	Transformer {220V to 110V—60 Cy. 440V to 110V}
585338	Knockoff Lever Pivot Pin	85465*	Transformer 550 to 110V—60 Cy. } 60 Cy. Transformer
585339	Trip Gauge Upper Arm Tie Rod	85466*	Transformer {220V to 110V 440V to 110V} for 50 Cy. Current
585340	Trip Gauge Front Lever Tie Rod	85467*	Transformer 550V to 110V } 60 Cy. Transformer
585341	Micro Switch Knockoff Plate Spring	85468*	Transformer {220V to 110V—25 Cy. 440V to 110V} for 50 Cy. Current
585343	Collar	85469*	Transformer 550V to 110V—25 Cy.
585345A	Trip Gauge Return Spring Bracket	85476	High Speed Roller Chain Link
585346	Trip Gauge Return Spring Adj. Screw	85545	Conveyor Drive Shaft Bearing
585347A	Aux. Throw-Out Roller Lever	85579	High Speed Roller Chain
585348	Aux. Throw-Out Lifting Lever	85582	High Speed Clutch Chain
585349A	Aux. Throw-Out Roller	85583	H.S. Clutch Chain Conn. Link
585350A	Aux. Throw-Out Roller Drive Shaft Bracket	85584	H.S. Clutch Chain Offset Link
585351	Aux. Throw-Out Roller Drive Shaft	85607	High Speed Clutch Sleeve Washer
585352	Aux. Throw-Out Roller Shaft	85656	High Speed Clutch Sleeve Bearing
585353	Collar	85675	Idler Sprocket Bearing
585354	Aux. Throw-Out Roller Lifting Link	85676	Pressure Roll Bearing
585355	Link Pin (in 585348)	85677	Main Drive Pulley Bearing
585356	Link Pin (in 585347A)	85678	Main Drive Shaft Bearing
585357A	Aux. Throw-Out Roller Spring Bracket	85679	High Speed Shaft Bearing
585359	Aux. Throw-Out Roller Spring Adj. Rod	85835	Operating Mech. Bearing Bracket Bushing— 1" hole and Top Feed Roll Shaft Hanger Bushings—Front
585360A	Hold Down Bar Yoke	85837	Reverse Gear Bearing Bracket and High Speed Clutch Shaft Sprocket Bushings
585363	Hold Down Bar (Front)	85840	Top Feed Roll Shaft Hanger Bushing—Back
585364	Hold Down Bar (Rear)	85841	Drop Roller Shaft Bracket Bushing
585570A	Trip Gauge Weight Relief Spring Assem.	85848	Aux. Brake Lock Arm Bushing
585368A	Tie Stitch Adj. Screw Plate	85850	Drop Roller Arm Adjust Bearing Bushing
585369	Universal Shaft End Cover	85904	Head Casing Bushing and Operating Mech. Bearing Bracket Bushing—1 1/8" hole
585370	Control Box Bracket—Upper	85907	Connecting Rod Bushing
585372A	Control Box Bracket—Lower (585H Only)	85911	Extension Table Roll and Conveyor Aux. Roller
585373	Control Box Bracket—Lower (585J Only)	86038	Conveyor Motor Circuit Breaker
585374A	Conveyor Frame Leg—R.H. Front (585H Only)	86246	Main Control Box
585375A	Conveyor Frame Leg—L.H. Front (585H Only)	86110	Micro Switch—R.H.
585376	Cat Walk Support (585H Only)	86111	Micro Switch—L.H.
585377	Cat Walk R.H. (585H Only)	86113	Warner Electric Brake and Clutch
585378	Cat Walk L.H. (585H Only)	86226	Conveyor Motor
585380	High Speed Disc Clutch Fork	86127	Push Button Station (Single)
585381A	Spring Link—Assem.—Complete		MOTOR PULLEYS
585382	Solenoid Link	585585	Motor Pulley—Std.—400 R.P.M. (1725 R.P.M. Motor) 3/4 H.P.
585383	Gate Solenoid Bracket—R.H.	585433A	Motor Pulley—Std.—400 R.P.M. (1725 R.P.M. Motor) 1 H.P.
585384	Gate Solenoid Bracket—L.H.	585586	Motor Pulley—400 R.P.M. (1425 R.P.M. Motor) 3/4 H.P.
585395	Gate Cam Stop Plate	585432A	Motor Pulley—400 R.P.M. (1425 R.P.M. Motor) 1 H.P.
585397A	Ratchet Cam Spring Assem.—L.S.R.		STANDARD OPENHEADS
585398	Outboard Stud Support	25187	Openhead Bracket
585399	Outboard Stud Support Plate	25578A	R.H. Rigid Openhead
585400	Gate Bumper Screw Plate	251009	R.H. Rigid Openhead Unit
585401	Extension Table	251430A	L.H. Rigid Openhead
585420	Upper Step Feed Roller Shaft	251399	L.H. Rigid Openhead Unit
585505	Staple Dial Return Stop Spacer (Small)	25678A	L.H. Openhead Bracket
585508	Jack Shaft (Conveyor)		
585509	Jack Shaft and Motor Plate (Conveyor)		
585510	Jack Shaft Key (Conveyor)		
585553	Trip Gauge Lifter Fork Stud		
585559A	Adjusting Scr. Bracket		
585560	Spring Retaining Washer		
585573	Trip Gauge Target Support Plate		
85296	Jack Shaft Pulley (Conveyor)		

*Check for current requirements.

RSCA 585 STITCHER PARTS LIST

BY SECTIONS OR UNITS

BASE AND TABLE PARTS

585030B Base (585H)
 585030C Base (585J)
 585031 Table (585H and 585J)
 585239A Table Filler Plate
 585045 Table Leg—Front (585J)
 585046 Table Leg—Rear (585J)
 585135 Table Leg—Front (585H)
 585136 Table Leg—Rear (585H)
 585044A Table Leg—Adjustable
 585401 Extension Table
 85911 Extension Table Roller
 25780 Roller Wheel Support
 585403 Push Button Station Bracket
 585234A Rear Side Gauge—R.H.
 585235A Rear Side Gauge—L.H.
 585236A Front Side Gauge—R.H.
 585237A Front Side Gauge—L.H.
 25606 Side Gauge Angle Plate—R.H.
 25610 Side Gauge Angle Plate—L.H.
 229-56 Side Gauge Hand Wheel

BODY PARTS

585110 Base Plate
 585015A Body
 501L Elbow Assembly
 500L5 Head Casing
 217-191 Head Casing Stud—Long
 217-192 Head Casing Stud—Short
 25149 Breather Pipe
 581204 Leveling Bushing

MAIN DRIVE

585016 Outboard Bearing Bracket
 85678 Main Drive Shaft Bearing
 585017A Brake Magnet Bracket Assembly
 585086A Main Drive Shaft—Rear Section
 585059A Main Drive Shaft—Front Section
 585082A Drive Shaft Coupling
 25502A Head Cam Shaft Assembly
 541L4 Head Cam Shaft Gear
 25927 Head Cam Shaft Gear Washer
 164H8C Cam
 585012 Drive Pulley
 85677 Drive Pulley Ball Bearing
 585265 Drive Pulley Sprocket
 585114A Motor Plate Bracket
 585185 Motor Plate Adjusting Screw
 585171 Motor Plate Support Post
 585005 Motor Plate
 585121 Hand Wheel
 585151 Clutch Brush Holder Bracket
 585585 Motor Pulley (Std. 400 R.P.M.) ¾ H.P. Motor
 585433A Motor Pulley (Std. 400 R.P.M.) 1 H.P. Motor
 85278 V-Belt (Main Drive) ¾ H.P. Motor
 85299 V-Belt (Main Drive) 1 H.P. Motor
 585302 Taperlock Bushing Key

TRIP GAUGE PARTS

585018 Trip Gauge Main Support Bracket
 585055A Trip Gauge Horizontal Support
 585167 Trip Gauge Stop Block
 585058A Trip Gauge Slide Plate
 25153 Trip Gauge Clamp Bar Spacer

585553 Trip Gauge Lifter Fork Stud
 585573 Trip Gauge Target Support Plate
 585158A Mounting Unit
 585076A Rear Lever—R.H.
 585077A Rear Lever—L.H.
 585078A Front Lever—R.H.
 585079A Front Lever—L.H.
 585340 Front Lever Tie Rod
 585177A Trip Gauge Arm—R.H.
 585178A Trip Gauge Arm—L.H.
 585161 Upper Arm
 210-297 Trip Gauge Return Spring
 585021 Trip Gauge Stripper
 585101A Trip Gauge Plate Assembly
 25570 Trip Gauge Plate Block Cap
 25571 Trip Gauge Clamp Piece
 585069A Trip Gauge Lifter Fork
 585019 Trip Gauge Lifter Lever
 585156 Trip Gauge Lifter Lever Pin
 585109A High Speed Switch Lever
 585203 High Speed Switch Link Pin
 585088 High Speed Switch Lever Link
 255478 High Speed Switch Lever Stud
 585020 High Speed Switch Hold On Lever
 585163 Hold On Switch Link Stud
 585130A Trip Gauge Support Angle
 585345A Trip Gauge Return Spring Bracket
 585346 Trip Gauge Return Spring Adjusting Screw
 585570A Trip Gauge Weight Relief Spring Assem.
 E165 High Speed Switch Lever Spring

UPPER STEP FEED SHAFT AND HIGH SPEED CLUTCH PARTS

25007A Reverse Gear Bearing Bracket
 585009A Upper Roller Shaft Bearing Bracket
 585010A High Speed Clutch Shaft Bearing
 585011 High Speed Clutch Fork Bracket
 585229 High Speed Clutch Lever Bracket
 585022 Feed Roller Bracket
 25021CA Top Feed Roll Shaft Hanger—Front
 585024A Feed Roller Extension Bearing
 585131 Feed Roller Extension Bracket Support
 585241 Step Feed Roll Drive Gear—Upper
 203-139 Reverse Gear Shaft
 25637 Universal Shaft End
 25426A Universal Feed Shaft—Upper
 25432A High Speed Clutch Shaft
 585420 Upper Step Feed Roller Shaft
 25510 Collar (On Shaft 585420)
 585106A High Speed Clutch Sprocket
 585199A High Speed Clutch Drive Ring
 25585 High Speed Clutch Thrust Washer—Large
 585200 High Speed Clutch Plate
 25464 High Speed Clutch Steel Disc
 585143 Clutch Sleeve Bearing Plate
 585142 High Speed Clutch Sleeve
 85656 High Speed Clutch Sleeve Ball Thrust Bearing
 25492 High Speed Clutch Spring
 85607 High Speed Clutch Sleeve Washer
 25462 High Speed Clutch Thrust Washer—Small
 25405 High Speed Clutch Shaft Collar

585184A Cam Assembly
 585247 Cam Lock Hub
 585246 Cam Lock
 585254 Ratchet Shaft Support
 585253 Ratchet Shaft Support Bracket
 585118A Ratchet Cam Link
 25289A Staple Control Solenoid Lever
 25292 Solenoid Lever Bushing
 25756 Solenoid Link Pin
 25293 Solenoid Link
 585040 Staple Control Solenoid Bracket
 585240 Micro Switch Plate
 585001 Staple Dial Micro Switch Bracket
 585002A Micro Switch Knock Off Plate
 585341 Micro Switch Knock Off Plate Spring
 585164 Knock Off Plate Pivot Pin
 585047 Knock Off Plate Cam Block
 585029 Locking Lever
 585092 Locking Lever Stud
 585251 Locking Lever Spring
 585148 Micro Switch Screw
 585149 Micro Switch Screw Nut
 585232A Micro Switch Bracket
 585001 Last Staple Register Micro Switch Bracket
 585062 Spring Pin
 585028A Micro Switch Knock Off Lever (L.S.R.)
 585338 Knock Off Lever Pivot Pin
 85011 Lock Ring
 E165 Knock Off Lever Spring
 585098 Roll Stud
 585173A Cam Block
 25164 Cam Block Spring
 585097 Cam Roll
 585555 Cam Block Stud

DROP ROLLER PARTS

25022A Rocker Shaft Bracket
 585061 Drop Roller Shaft
 25633A Drop Roller Arm Adjusting Bracket
 207-56 Drop Roller Arm Bearing Slide
 202-263 Drop Roller Arm Bearing Spring
 Adjusting Screw
 585063 Drop Roller Arm Guard
 25525 Drop Roller Arm Bearing Cap Cover
 25481 Drop Roller Lever—Lower
 25500 Drop Roller Lever—Upper
 25529 Drop Roller Link
 25513 Drop Roller Lever Stud
 25445A Drop Roller Adjusting Screw—Lower
 25499A Drop Roller Adjusting Screw—Upper
 25516 Drop Roller Adjusting Screw Bumper Washer
 25514 Drop Roller Bumper Washer
 2341 Drop Roller Adjusting Screw Lock Pin
 0087 Drop Roller Adjusting Screw Lock Spring
 25752A Lock Nut Assembly
 25301 Drop Roller Arm Bearing Spring

TIE STITCH PARTS

76 Tie Stitch Pivot
 BG611 Tie Stitch Latch Block Nut
 585133 Tie Stitch Arm
 25070 Tie Stitch Latch
 585190 Tie Stitch Latch Block
 25164 Tie Stitch Trigger Spring
 25196 Tie Stitch Pawl Spring
 25208 Tie Stitch Latch Shaft

25211 Tie Stitch Latch Lifter Stud
 25210 Tie Stitch Trigger Stud
 25212A Tie Stitch Lock
 25218 Tie Stitch Latch Spring
 25407 Tie Stitch Trip Sleeve Block
 25409 Tie Stitch Trigger Plate
 25410 Tie Stitch Trigger
 25658B Tie Stitch Adjusting Screw
 25424A Tie Stitch Trip Sleeve
 585128 Tie Stitch Cam
 585197 Tie Stitch and Spring Cage Bracket
 585146 Tie Stitch Latch Lifter
 585147 Tie Stitch Latch Lifter Cam Plate
 585248 Cam Plate Screw
 585368A Tie Stitch Adjusting Screw Plate

AUXILIARY BRAKE PARTS

585102A Operating Mechanism Bearing Bracket
 25485B Auxiliary Brake Shaft Bracket
 585551A High Speed and Auxiliary Brake Shaft Bracket
 585104A Auxiliary Brake Shaft
 25484B Auxiliary Brake Lever
 25535 Auxiliary Brake Lock
 25480A Auxiliary Brake Lock Arm
 25518 Auxiliary Brake Cam Roller
 25519 Auxiliary Brake Cam Roller Pin
 585124 Auxiliary Brake Cam
 585116 Auxiliary Brake Cam Hub
 25515 Auxiliary Brake Lock Bar
 25934 Auxiliary Brake Lock Arm Spring Plate
 25933 Auxiliary Brake Lock Arm Spring
 FP Auxiliary Brake Lever Spring
 25483 Auxiliary Brake Operating Lever
 25537 Auxiliary Brake Operating Drum
 25512A Auxiliary Brake Stub Shaft
 25490 Auxiliary Brake Operating Drum Arm
 25762A Auxiliary Brake Hold Down Roll Assembly
 25534 Auxiliary Brake Drum
 25539A Auxiliary Brake Band—Central
 25636 Brake Band Anchor
 25930A Auxiliary Brake Band—Right End
 25929 Auxiliary Brake Band—Left End
 25661 Auxiliary Brake Band Stud—Right End
 25932 Auxiliary Brake Band Hinge Pin

ECCENTRIC FEED

585006A Eccentric Connecting Rod
 585111 Eccentric
 585302 Eccentric Key
 585087 Eccentric Collar

PRESSURE ROLL PARTS

585026 Pressure Roll Bearing Bracket
 585027 Pressure Roll Bearing
 585083 Pressure Roll
 85676 Pressure Roll Ball Bearing
 585084 Pressure Roll Shaft
 585089 Deflector Plate
 585067A Pressure Roll Bearing Bracket Plunger
 25797A Pressure Roll Adjusting Screw
 E133 Plunger Spring
 585343 Collar

LAST STAPLE REGISTER UNIT

585035A Last Staple Register Slide Bracket

2335B Cam Lever Spring
 585560 Spring Retaining Washer
 585559A Adjusting Scr. Bracket
 256588 Gate Stop Screw
 585395 Gate Cam Stop Plate
 585398 Outboard Stud Support
 585399 Outboard Stud Support Plate
 585400 Gate Bumper Screw Plate
 585025 Clamp Block
 585036 Last Staple Register Gate
 585201 Gate Shaft
 585193A Gate Solenoid Cam
 585250 Gate Spring
 585226 Cam Block
 585243 Cam Stop and Spring Bracket
 585245 Cam Spring Hook
 585244 Cam Spring
 585039 Register Gate Latch
 585205 Register Gate Latch Block
 585034A Latch Lever
 585208 Latch Lever Stud
 585204 Latch Lever Block
 585212A Latch Solenoid Link
 585217 Latch Lever Link Stud
 FP Latch Lever Spring
 585186A Gate Return Bell Crank
 585211 Bell Crank Stud
 585188 Bell Crank Link
 585214 Gate Link Stud
 585189 Gate Solenoid Link
 25757 Gate Solenoid Link Pin
 25756 Solenoid Pin
 585281A Cam Lever
 585282 Cam Lever Trigger
 25210 Cam Lever Trigger Stud
 25164 Cam Lever Trigger Spring
 585225A Cam Lever
 585209 Cam Lever Stud
 585210 Cam Stud Spacer
 585194 Gate Solenoid Cam
 585206 Cam Stud
 585215 Gate Cam Spring
 585207 Cam Spring Washer
 585224A Cam Lever
 585220 Cam Lever Stud
 585033 Solenoid Bracket—R.H.
 585032 Solenoid Bracket—L.H.
 585383 Gate Solenoid Bracket—R.H.
 585384 Gate Solenoid Bracket—L.H.
 585202 Micro Switch Plate
 585310A Last Staple Register Unit Bar
 585308A Table Extension Bar
 585306 Gate Cam Locking Plate

CONVEYOR AND HOLD DOWN BAR

585303 Conveyor Frame
 585304A Conveyor Frame Leg (585J)
 585305A Conveyor Frame Leg (585H)
 585374A Conveyor Frame Leg—R.H. Front (585H only)
 585375A Conveyor Frame Leg—L.H. Front (585H only)

585315A Conveyor Motor Bracket
 585508 Jack Shaft (Conveyor)
 585509 Jack Shaft and Motor Plate (Conveyor)
 585510 Jack Shaft Key (Conveyor)
 85295 Motor Pulley (Conveyor)
 85296 Jack Shaft Pulley (Conveyor)
 85297 V-Belt—Motor to Jack Shaft (Conveyor)
 85681 Jack Shaft Bearing (Conveyor)
 86226 Conveyor Motor
 585318 Conveyor Belt Frame
 585319A Conveyor Pulley—Idler
 585320 Conveyor Pulley—Driver
 585321 Conveyor Pulley Spacer—Idler
 585322 Conveyor Pulley Spacer—Driver
 585323 Conveyor Pulley Idler Shaft
 585324 Conveyor Pulley Drive Shaft
 585337 Drive Pulley Key
 85545 Drive Shaft Flange Bearing
 85289 Conveyor Belt
 85291 Drive Shaft Pulley
 85288 Vee Belt (Conveyor Drive)
 85911 Auxiliary Roller
 585332A Auxiliary Roller Bar
 585331 Auxiliary Roller Bar Support
 585266A Hold Down Bar Operating Lever
 585261A Front Lever
 585263 Lever Link
 585270 Front Lever Stud
 585269A Stud Bracket Hub
 585262A Rear Lever
 585271 Rear Lever Stud
 585258A Pivot Pin Plate (Rear)
 585273 Spring Bracket
 E175 Hold Down Bar Spring
 585360A Hold Down Bar Yoke
 585363 Hold Down Bar (Front)
 585364 Hold Down Bar (Rear)

AUXILIARY THROW OUT ROLLER

585350A Auxiliary Throw Out Roller Drive Shaft Bracket
 585351 Auxiliary Throw Out Roller Drive Shaft
 25637 Universal Shaft End
 25737A Auxiliary Throw Out Driving Pulley
 25736 Auxiliary Throw Out Driven Pulley
 585348 Auxiliary Throw Out Roller Lifting Lever
 585354 Auxiliary Throw Out Roller Lifting Link
 585355 Link Pin (in 585348)
 585356 Link Pin (in 585347A)
 585357A Auxiliary Throw Out Roller Spring Bracket
 585359 Auxiliary Throw Out Roller Spring
 Adjusting Rod
 585367 Belt
 85285 Belt Fastener
 585085A Universal Shaft
 585352 Auxiliary Throw Out Roller Shaft
 585349A Auxiliary Throw Out Roller
 585347A Auxiliary Throw Out Roller Lever
 11244 Auxiliary Throw Out Roller Spring
 585369 Universal Shaft End Cover

PREVENTATIVE MAINTENANCE CHECK LIST

In order to obtain the maximum efficiency of these machines, and to keep "Down Time" to a minimum, the following check list is recommended.

NOTE: If necessary, refer to various sections in this book and the Bliss Head Instruction Book, for more detailed instructions of items below.

A. Oil stitcher every eight hours of operation.

B. Lubricate grease fittings every 40 hours of operation.

DAILY

Start the stitcher motor and allow machine to run free for about two (2) minutes. This will allow all moving parts to operate in idling position. Trip the stitching mechanism, without feeding wire, about five (5) times and then engage wire and trip once more. Machine is now ready for stitching boxes.

1. Each unit should be oiled every 8-hour run. Use a good grade of oil such as #20 S.A.E. or equivalent. The wire feed clutch should be oiled with a light oil such as 3-in-1 or the equivalent.
2. Check wire feed clutch at end of daily run to see that it is free of gummy oil, grit and wire scrapings. If not, disassemble clutch, clean with kerosene or a good oil solvent and lubricate the rollers with 3-in-1 oil or equivalent.
3. Check operation of all Micro switches to see that they are properly adjusted and make certain that the plungers do not bottom.
4. Box feed clutch brake and auxiliary brake should be cleaned daily as excessive oil on the brakes may cause too great a variation in the spacing of staples.
5. Check tension on staple dial return spring. Tension should be no more than is necessary to operate efficiently when dial is set for 3 staples.
6. The 72 tooth step feed slide clutch should have a clearance of .035" to .040" when clutch is disengaged or in neutral. Adjust to maintain this clearance.
7. The auxiliary brake needs just enough pressure to remove any back lash in the upper feed rolls during the stitching cycle. Any undue strain will cause a load on the motor.
8. The ratchet feed clutch brake band needs just enough pressure to hold the ratchet case from over-traveling during the connecting rod travel or the step feed motion.
9. All solenoids to be kept free of oil and grease. Replace mushroomed plungers.
10. The high speed clutch micro switch must contact but not bottom when the box pushes the target fully to the rear. The main clutch micro switch to make contact $\frac{1}{16}$ " later than the high speed switch. This will allow the feed rolls to stop and hold the box before the main clutch is put into action.
11. Keep oil in elbow up to inspection level using 600W oil. Check monthly.
12. Keep standard springs on all moving parts. Replace stretched or broken springs by springs listed in Instruction Manual.
13. Keep on hand an ample supply of parts as recommended in stitcher Instruction Manual.