Adjustments

We suggest that only the following adjustments be made in the field. If you encounter any difficulty which cannot be corrected by these adjustments, write us. If the action is damaged in transit Or installation, we will be glad to furnish a complete check sheet with the proper adjustment gauges for your temporary use. Or, if the action is still in warranty, return it to us prepaid and we will re-manufacture it. If the warranty period has expired, there will be a slight charge for this service.

1. Solenoid closing rate adjustment. See Fig. 6. Adjustment screw #1 controls the rate of operation. Counter-clockwise rotation will result in a faster action, clockwise rotation will result in a slower though somewhat quieter action.

2. Carry-through contact relay releas e. See Fig. 6. Connect the blades of the contact assembly #5 together and press a piston momentarily. This locks in the relay which energize~ the master solenoid coil. After the solenoid has been closed for five minutes, remove the connection with which you closed contact assembly #5. This is necessary to simulate the approximate duty cycle which may be encountered while setting. The solenoid coil is now warm and les s efficient. Pres s a piston again and hold. Observe the opening between contacts of assembly #5. If this opening is not approximately 1/32 ", adjust cam #6. After making certain this adjustment is secure, recheck the air gap between contacts. This adjustment is not normally required unles s the voltage is different from the recommended 12 volts DC. If this check is not made, there is some pos sibility of the contacts not breaking. This will make the combination inoperative until current has been interrupted by turning the organ off.

3. Solenoid to saddle arm adjustment #9, Fig. 6. This adjustment should be checked approximately every five years due to felt plunger stop # 3, Fig. 6 packing. Referring to Fig. 1, there should be 1/32" free movement between armature #8 and the driving ridge of saddle #1. Excessive clearance will result in a reduction of motion preventing all of the stop tablets from flipping normally. Absence of clearance can result in the saddle #1 being positioned in such a manner that it prevents movement of armature # 8. Too little clearance can result in excessive motion which will disengage the jacks.

4. Pick magnet breaker contact. (See master solenoid wiring diagram, Fig. 5.) Contact #9, Fig. 1 is a breaker contact in series with the pick magnet lead. On operation, movement of the saddle #1 breaks the normally closed contact #9 by arrp #10 removing current from the pick magnet in order to prevent excessive heating of the low resistance coil. With a piston held in, the contact should be opened approximately 1/32".

5. Tablet to rocker connecting link #12. Fig. 3. This adjustment is normally not required unless forcing has occurred. Whether force was used can be determined by holding in a piston and comparing the free play in the two positions of the tablet. If any unbalance is apparent, loosen set screw #9. Fig. 4 and rais e or lower cam #10 as required. Tighten screw #9 and recheck.