SECTION IV

MAINTENANCE

introduction

This section contains lubrication instructions, basic timing, 4th and 5th knife instructions, stitcher head information, and general maintenance information.

lubrication

Proper lubrication provides the best means of maintaining upkeep and precise performance of the equipment.

STORAGE OF LUBRICANTS

It is important that all lubricants be kept in closed containers and stored in a clean, dry place. Dust, dirt, water or foreign matter should not be allowed to mix with the lubricants.

LUBRICATION INSTRUCTIONS

The equipment must be carefully lubricated prior to production operation and should be kept thoroughly lubricated there after. Most of the lubrication points are fitted with oil cups or grease fittings.

Trimmer And Saddlebinder

Refer to Figures 4-1 and 4-2 for machine lubrication points. The following are recommended types of lubricants for the various points of lubrication:

Oil Cups and Oil Holes.....	A good quality machine oil must be used to prevent gumming or corrosion when used. Viscosity should be 150 to 300 SAC. at 100 degrees F. Saybolt Universal.
Ball Bearings, Chain Guides.....	A smooth, short fibre grease for ball or roller bearings (approximately 300 penetration worked at 77 degrees F) made from mineral oil approximately 300 SUV at 100 degrees F.
Spur Gears and Cams.....	A high quality lubricant. Recommended lubricant is Grease #B-576MS made by Non-Fluid Oil Corporation. (Macey Part No. S-5-145).
Gast Pump.....	See manufactureres's Specifications. However, use SAE 30 weight oil in reseevoir.

maintenance

SADDLEBINDER MODEL 562 FACTORY TIMING PROCEDURE

The following are recommended procedures for basic timing (Factory timing) of the Saddlebinder 562. Listed below is an index of the required instructions.

. Opener gripper cams (Visual installation check).

. Saddle chain to Feeder Timing.

. Conveyor chain to drive hub (initial set-up).

. Chain to shuttle signature size setting.

. Inspector to conveyor chain

. Transfer wheel to opener gripper.

. Tamper to opener gripper timing.

. Hopper segment scale set-up.

.. Opener short gripper positioning.

. Outside gripper adjustment.

. Vacuum breaker valve timing

. Solid hopper sucker arm setting.

. Telescoping hopper sucker arm settings.

. Transfer wheel gripper settings.

. Hopper feeler setting.

. Hopper double index cam timing (A).

. Hopper double index cam timing (B).

. Shuttle adjustment and alignment.

OPERATING and MAINTENANCE INSTRUCTIONS

FOR GAST PUMP

CONSTRUCTION: Your rotary pump is a precision product with only .0015" - .005" total clearance at the top and ends of the rotor (depending on the model). The unit is built of steel and cast iron and is designed for pumping dry air. Protect it from excessive dirt and moisture, give it proper care and preventative maintenance and you will receive years of trouble free service.

INSTALLATION: The pump and its solid base (preferably metal) should be anchored to either a shelf, the floor or another piece of machinery. To save time and avoid inconvenience, position the pump to provide easy access to all lubricators, filters and mufflers.

CONNECTIONS are standard pipe thread. Be sure to use lines of the same diameter as connections. If the distance is great, use lines with a larger diameter than connections. Give lines a uniform slope, place drain cock at low point, and avoid extra elbows. For ease of servicing, use a union or hose with clamps near the pump (a hose helps eliminate noise and vibration). If a vacuum/pressure supply tank is used, slope the line towards tank, provide a drain at the bottom, and place a check valve between the tank and pump so the pump will not run backwards when turned off.

LUBRICATION: Use of the correct oil and the proper amount of oil is important. Excessive lubrication rarely does as much harm as inadequate lubrication.

Gast AD220 Oil is available in convenient quart containers from the factory or through Gast stocking representatives. Order by part #AD220.

For installations in warm climates or where room temperatures are above 100°F., increase the viscosity equivalent to SAE 20. For installations below freezing, dilute oil with not more than one-fourth kerosene. Do not reuse oil.

RECOMMENDED LUBRICATING OILS

	SAE #10 For Ambients below 100°F.	SAE #20 For Ambients above 100°F.
GAST	AD220	
CITGO	C-310	C-320
GULF	Gulflube HD 10	Gulflube HD 20
EXXON	HDX+10	HDX+20
MOBIL	Delvac 1110	Delvac 1120
SHELL	Rotella 10	Rotella 20
ARCO	Arco Fleet HD 10	Arco Fleet HD 20
AMERICAN	Amoco 100 10	Amoco 100 20
SUN	Sunfleet HP 10	Sunfleet HP 20
TEXACO	URSA ED-10	URSA ED-20

BEARING LUBRICATION: COMPRESSORS, Manually lubricate dailey with 10-15 drops of oil in each oil cup located on top of the end plates (see illustration). DO NOT REPLACE THE OIL CUPS WITH GREASE FITTINGS OR USE GREASE IN THIS COMPRESSOR.

VACUUM PUMPS, with the vacuum lubricator will automatically lubricate the bearings when the pump operates above 4"Hg vacuum.

OILER OPERATION: Be sure the oiler is lubricating the pump properly. Should the oil feed too fast or slow, contact the factory. Oilers are available with various rates of oil feed.

SERVICING: Most failures to build up pressure or produce vacuum are due to leaks in connecting lines, dirty filters or sluggish vanes. See "Cleaning" for care of filter or vanes which may stick in rotor slots due to lack of oil, too much oil or too heavy oil. If foreign particles are present in pump chamber, an experienced mechanic may remove the end plate OPPOSITE THE DRIVE SHAFT END. DO NOT remove the end plate on the drive end. This will permit the removal of the four (4) sliding vanes for a thorough cleaning in a *solvent and also provide accessibility to any particles which must be removed. The original body gaskets are only .001 - .005" thick therefore, replace accordingly. If wrong gaskets are used, the pump efficiency will be greatly reduced.

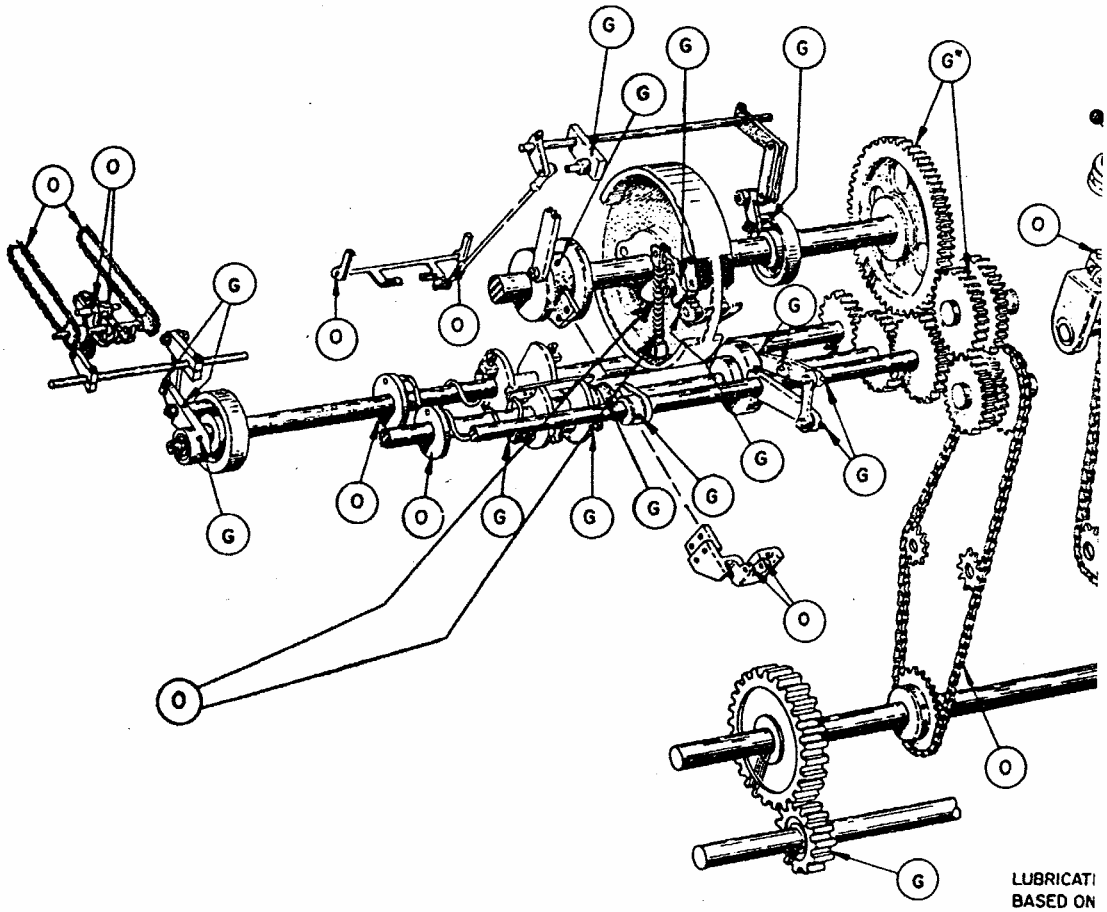
CLEANING: With the pump stopped, remove the felts from the intake and exhaust filters and wash them in a *solvent. When clean and dry, replace the felts. To flush the pump of dirt, viscous oil, etc., remove the filter and muffler, and while the pump is running permit several ounces of *solvent to be drawn into the pump at intake. After all the solvent has passed through the pump, immediately relubricate with oil and replace filter and muffler.

INSPECTION: Regular inspection may prevent expensive repairs. Occasionally examine the shaft for side or end "play" by moving it manually while pump is idling. If pump or motor shows evidence of overheating or excessive noise, stop it immediately for repairs. It is quickest and least expensive to return pump to one of the authorized Service Centers.

We recommend you have a spare pump on hand for emergencies.

*Recommended commercial solvents for air motors and lubricated pumps are "Loctite Safety Solvent, Inhil-isol Safety Solvent, or Dow Chemical Chlorothane.

DANGER: To prevent explosive hazard, do not pump combustible liquids or vapors with these units.



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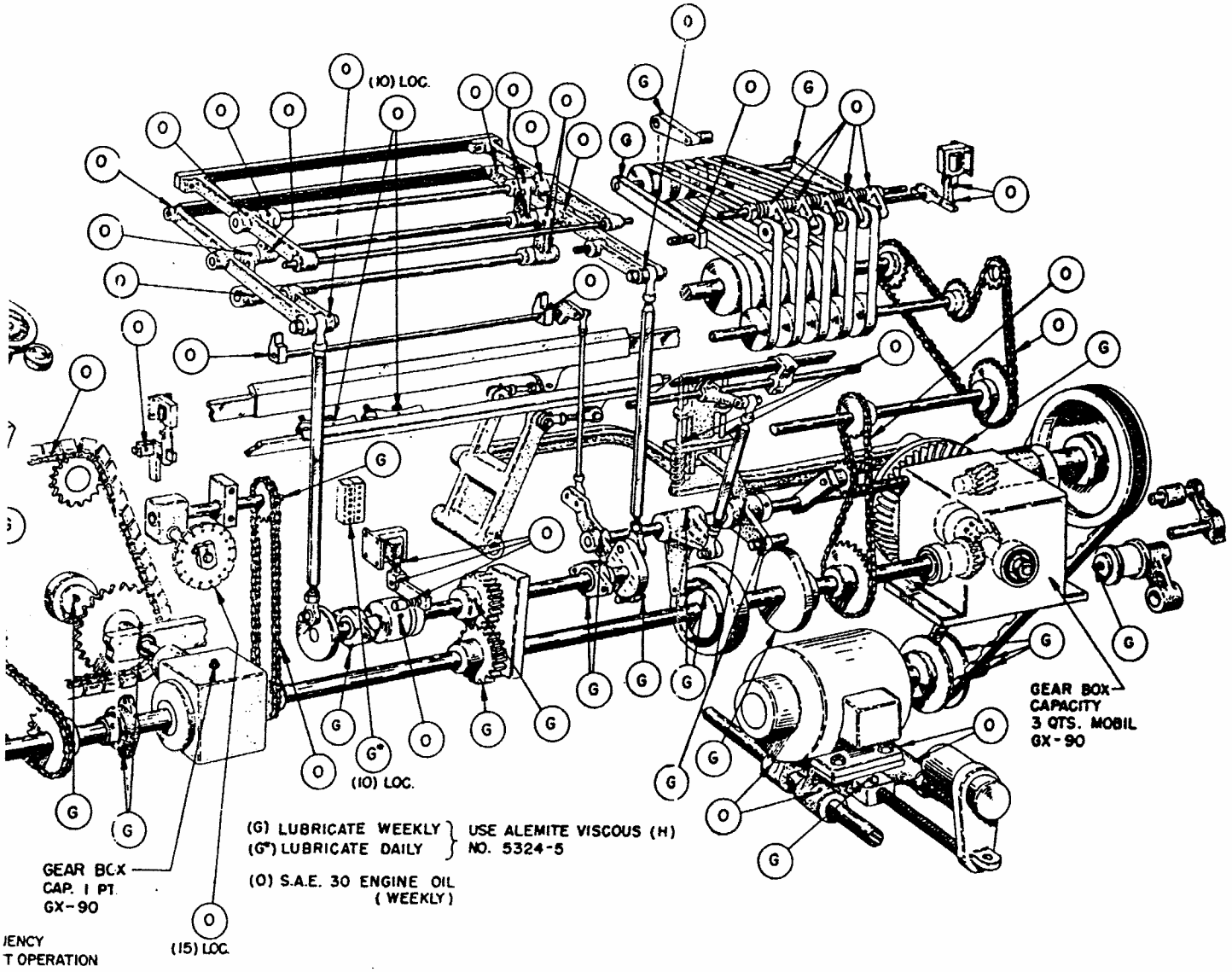


Figure 4-2. M-560 Saddlebinder Lubrication Points

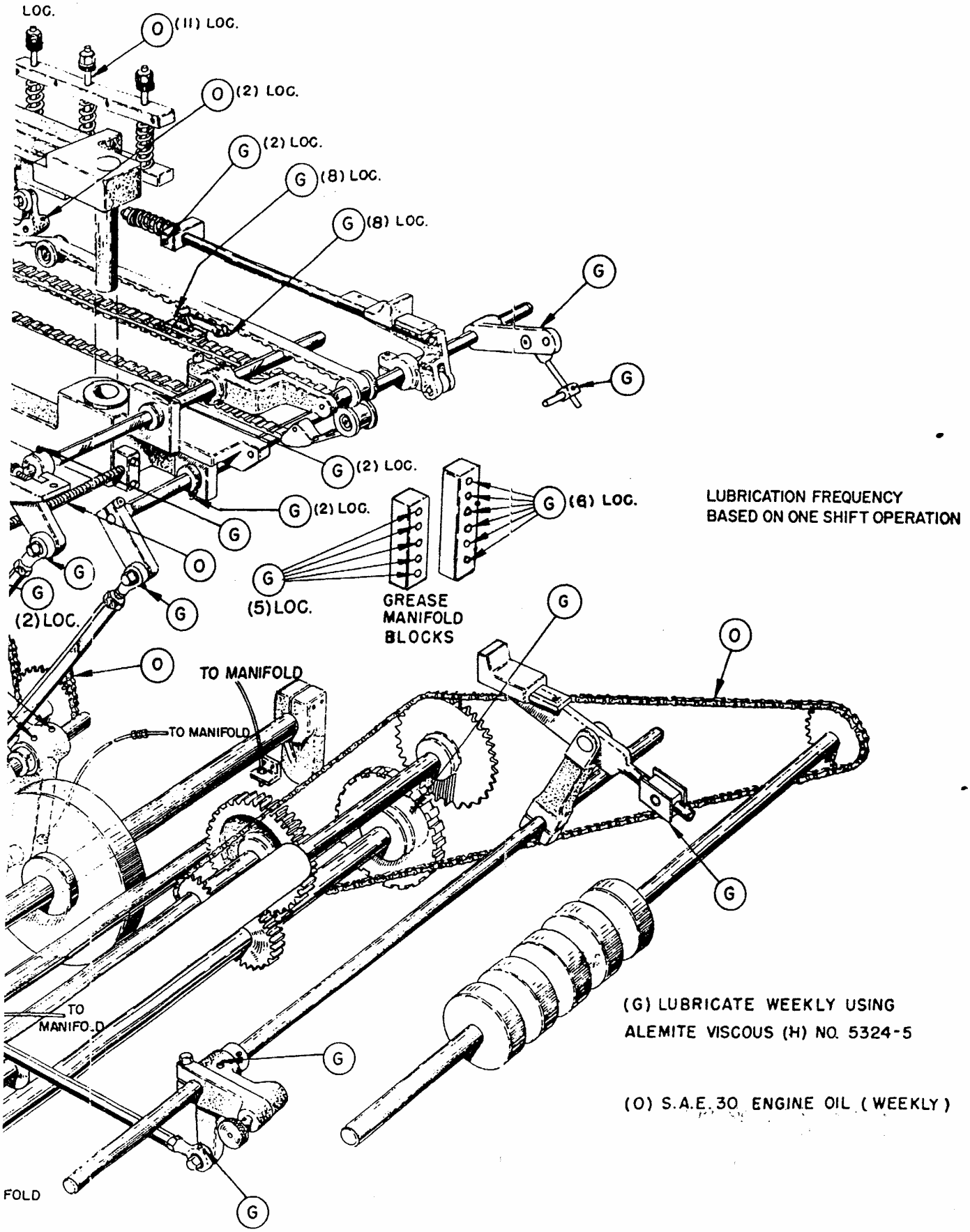
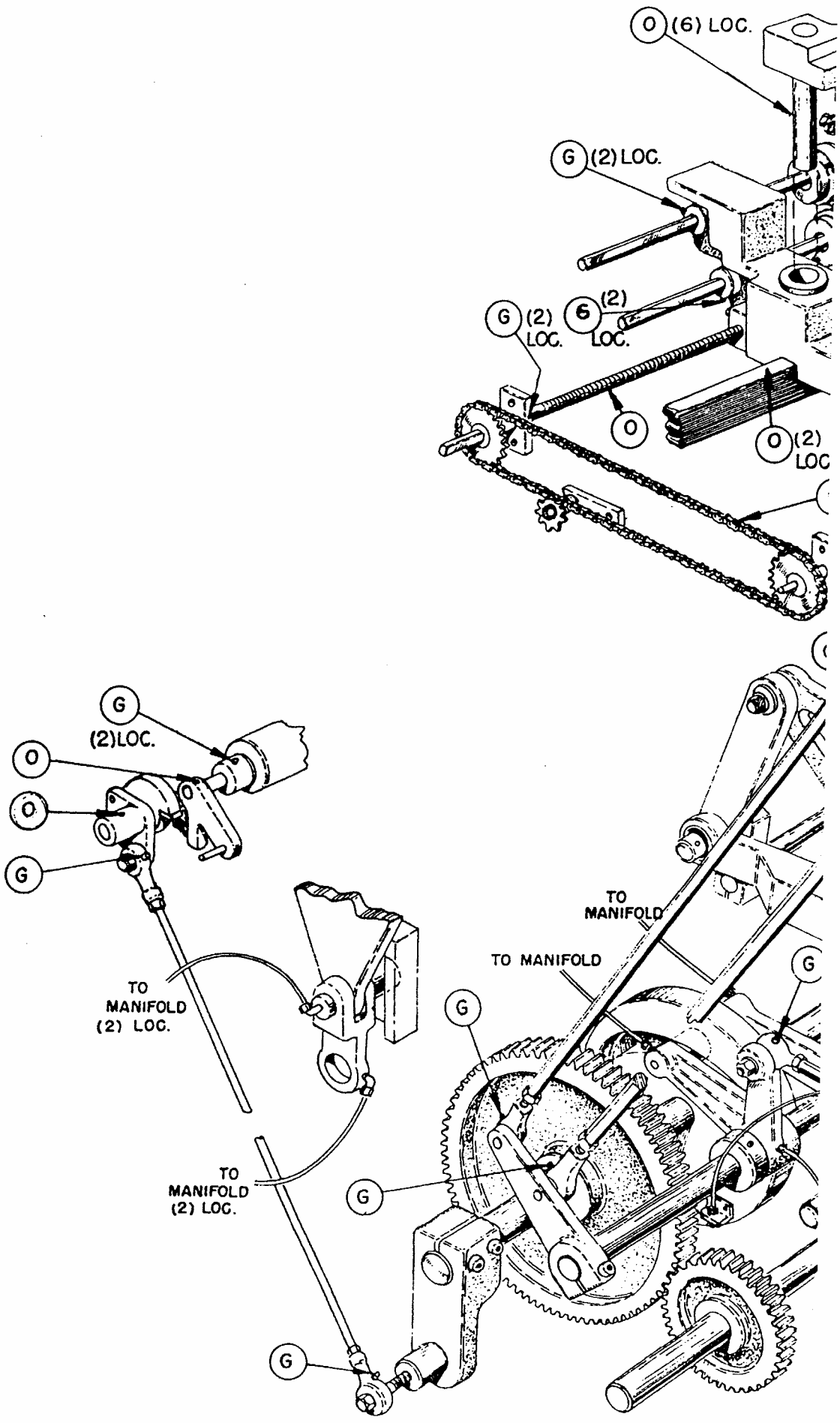


Figure 4-1. M-640 Trimmer Lubrication Points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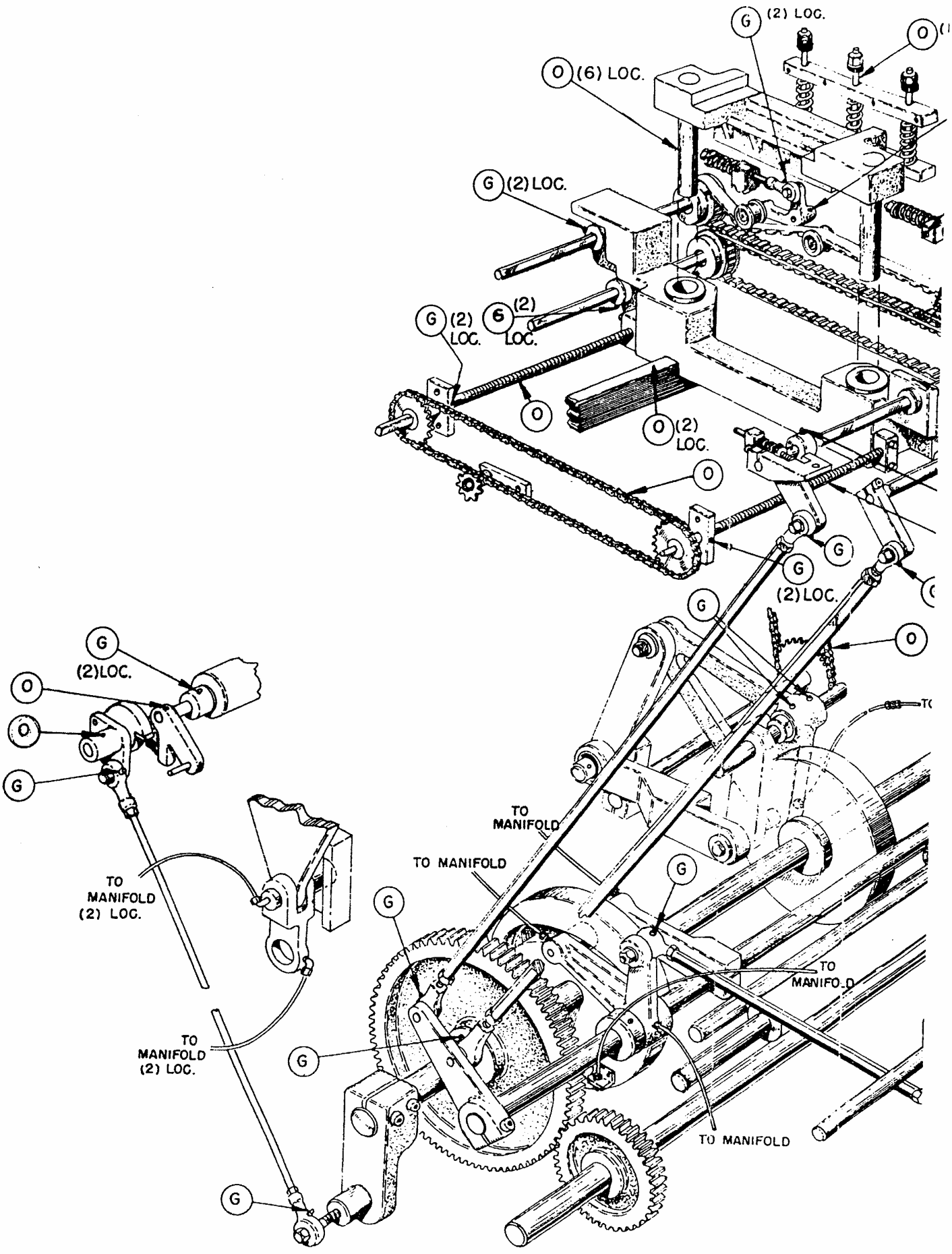
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