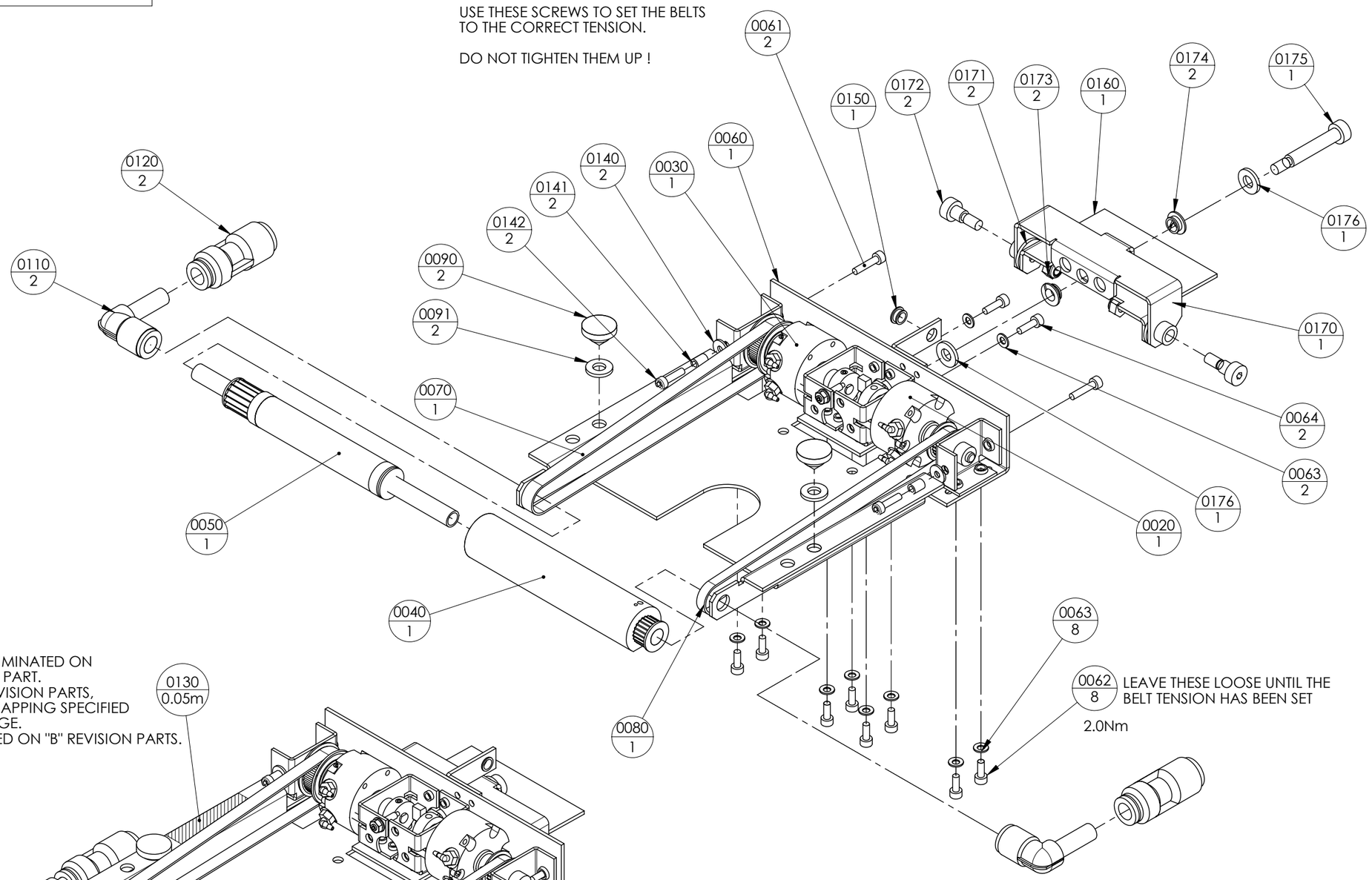
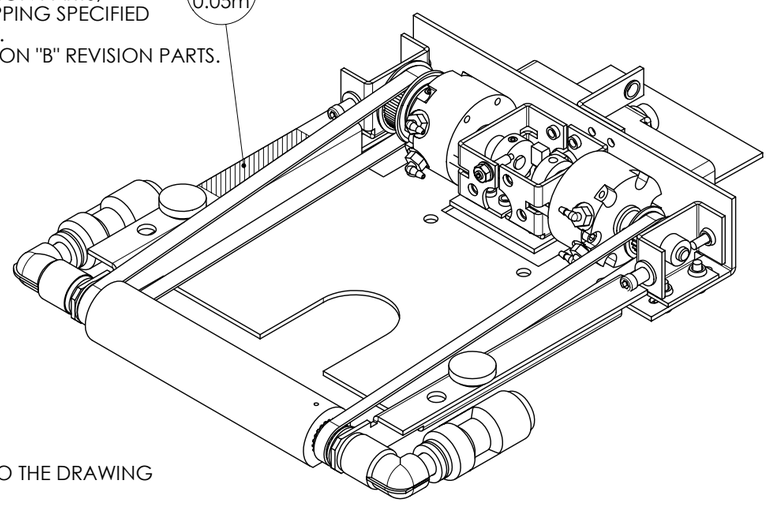
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USE THESE SCREWS TO SET THE BELTS
TO THE CORRECT TENSION.

DO NOT TIGHTEN THEM UP !



SLOTS HAVE BEEN ELIMINATED ON
"B" REVISION OF THIS PART.
FOR EXISTING "A" REVISION PARTS,
COVER SLOTS BY WRAPPING SPECIFIED
TAPE AROUND FLANGE.
TAPE IS NOT REQUIRED ON "B" REVISION PARTS.

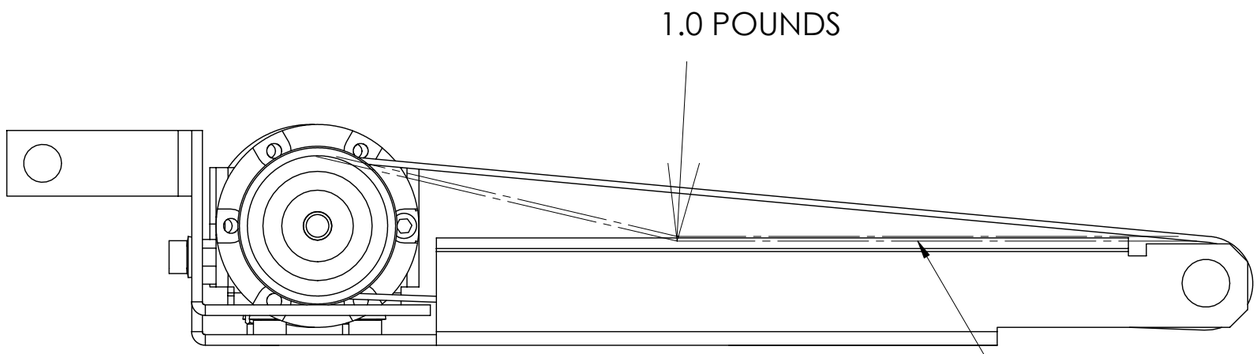


C NO CHANGES TO THE DRAWING
BOM UPDATE

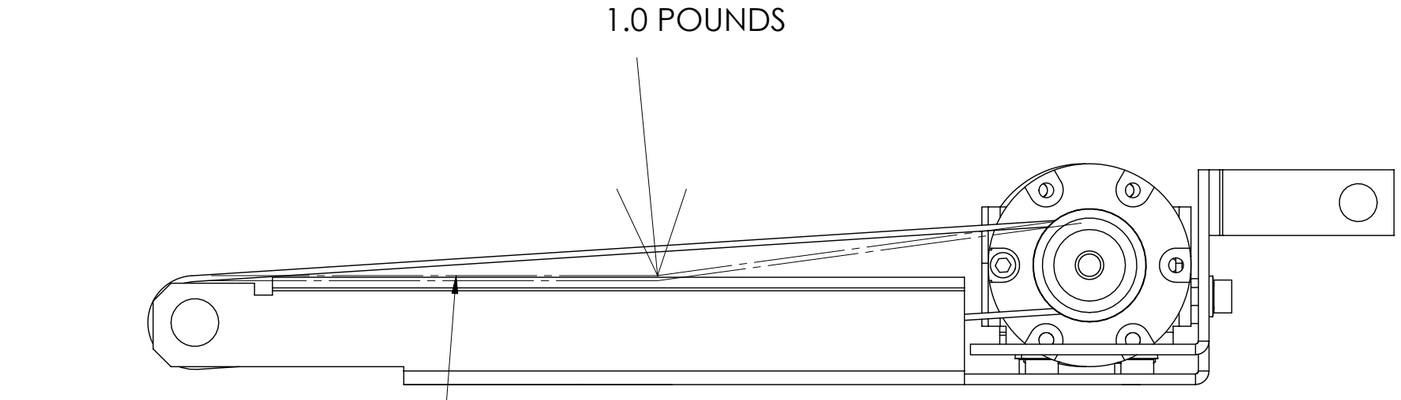
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CATEGORY	PART NUMBER VER	REV	DOC TYPE	OF	
500 - 00472B -	C	AD	4		



OCUP BELT TENSION

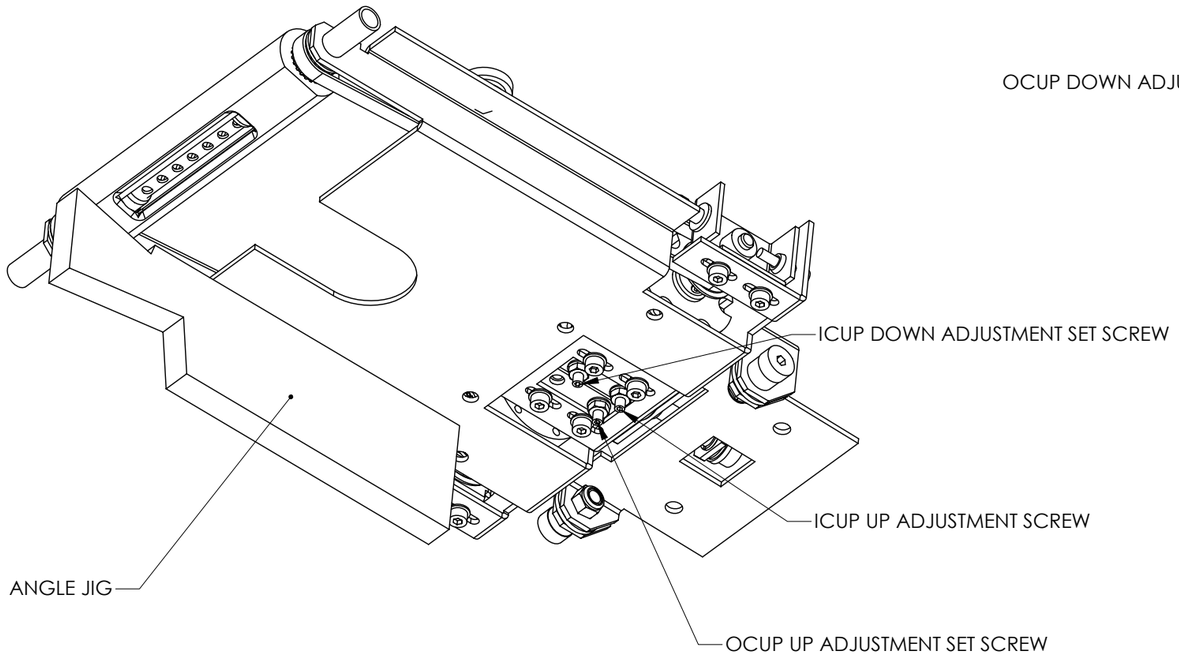


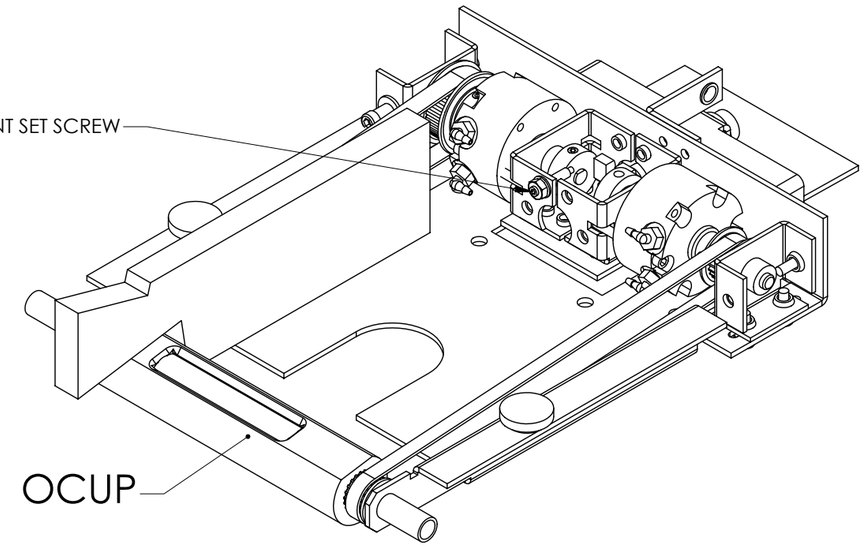
ICUP BELT TENSION

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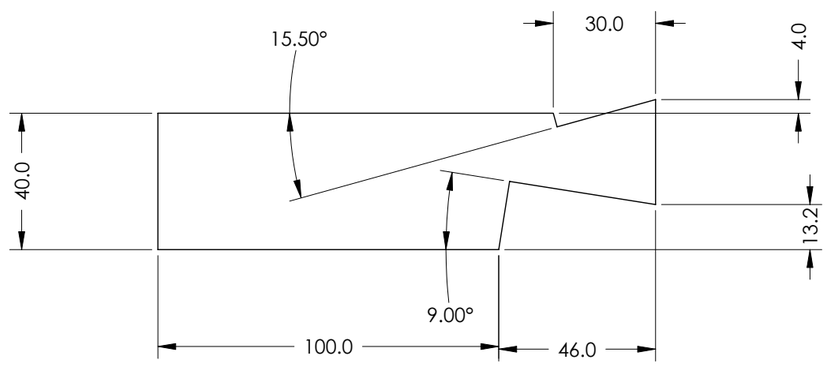
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SETTING OCUP UP POSITION

SETTING OCUP DOWN POSITION



ANGLE JIG

PROCEDURE:

1) ADJUST THE ANGLES OF THE OCUP FIRST. USE THE ANGLE JIG AS SHOWN AND USE THE ADJUSTMENT SCREWS TO GET THE ANGLES CORRECT. THIS ADJUSTMENT MUST BE DONE WITH THE CYLINDER UNDER REGULAR 80 PSI PRESSURE!!

2) WHEN SATISFIED, TIGHTEN UP THE M3 JAM NUTS FOR THE OCUP AND THEN RE-CHECK THE ANGLES. THE TIGHENING ACTION CAN CAUSE THE SET SCREWS TO ROTATE THROWING THE ADJUSTMENT OUT. DO NOT OVERTIGHTEN THE NUTS OR THEY WILL BREAK THE SET SCREWS!

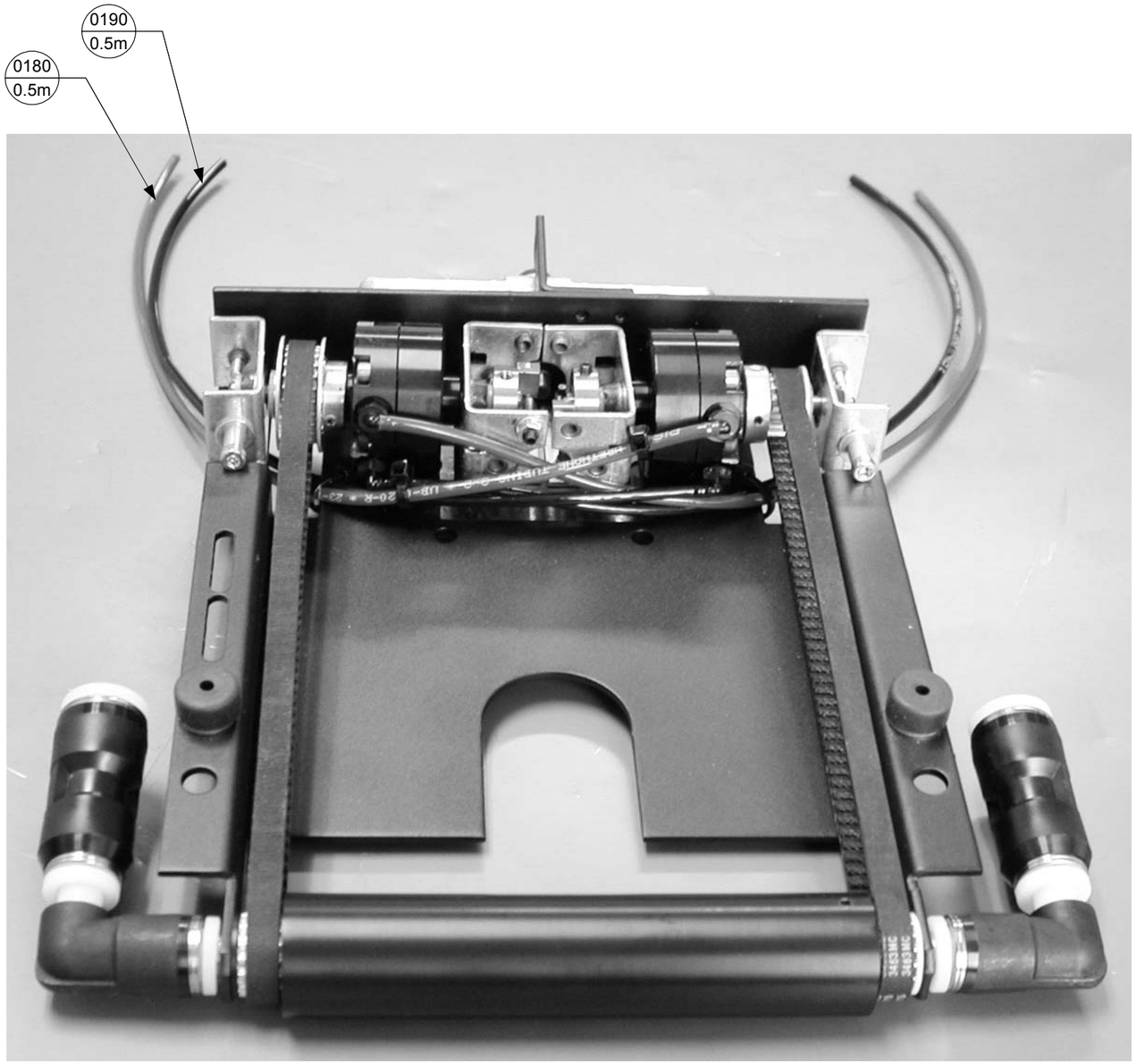
3) NOW ADJUST THE ICUP IN THE SAME MANNER. NO ANGLE JIG IS REQUIRED FOR THIS. JUST MAKE SURE THE OPENING OF THE ICUP LINES UP WITH THE OPENING IN THE OCUP IN BOTH THE UP AND DOWN POSITIONS.

4) TIGHTEN UP THE M3 JAM NUTS AGAIN CHECKING THE ANGLES TO MAKE SURE THEY ARE CORRECT AFTER TIGHTENING. DO NOT OVERTIGHTEN THE NUTS OR THEY WILL BREAK THE SET SCREWS!

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INSTALL 3MM HOSES AND UNIONS AS SHOWN.

TIE WRAP HOSES AS SHOWN AND LEAVE ENOUGH LENGTH
ON THE HOSES SO THEY CAN BE TRIMMED AFTER THE ASSEMBLY
IS PUT IN THE PICKER

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