## SHIFTING BELTS

## A. THE LONG (GREEN) BELTS IN THE CARD-PATH.

- 1. Cut a Ø 3 mms "Habasit" band to 418 mms length. (The original bands are very long lasting and would they burst, you can mend the broken band in the way described below. i.e. there is no need for you to keep spares of these.)
- 2. Melt both ends simultaneously with a flat soldering iron. (In emergency you can heat a screwdriver.)
- 3. Push the melted ends together and hold for 10 seconds.
- 4. Remove (cut and/or grind) any surplus material.

## **B. THE SHORT (FIRST) BELTS**

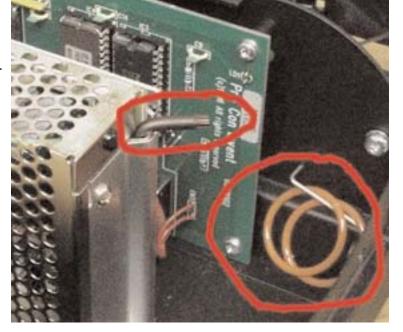
You will need a Torx 20 and at least one spare belt. On later series both tool and belts can be

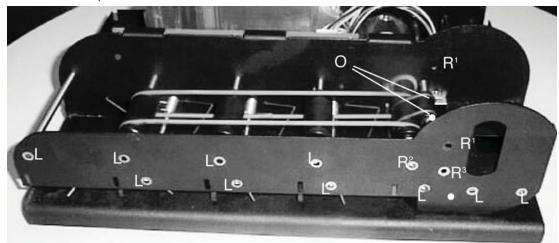
found under the cover ("the hood"). Note that the Torx tool must be inserted (after usage) in the left-hand slot (seen from the front of the machine) on the power-supply unit. (Otherwise the tool can cause severe damage to the equipment.)

The belts are in principle O-rings, which implies that you have to dismantle (part of) the front panel.

- 1. Remove the gear-cover (2 screws marked R¹ in illustration). You should find at least one spare belt under the cover. In emergency you can use "25x2,5 mms, 80+", O-rings, but note that standard O-rings will lose their form and should be replaced with original (spares) bands a.s.a.p. (or you might have read-errors)
- 2. Remove the screw R<sup>2</sup> holding the driver shaft that the O-rings move about.
- 3. Hold the smaller shaft that the orange bands move about with a pair of pliers, while removing the screw R<sup>3</sup>.
- 3b. Take the opportunity to dismantle this roller, i.e. remove the roller (from the shaft). Clean the interior of the roller and the shaft. Then lubricate the shaft with half a drop of ATF

oil, i.e. Automatic Transmission Fluid. Do NOT use oil of any kind. Mount the roller and remove all excess ATF from the roller and its shaft. (If dirt is allowed to build up on this shaft you will have read errors as a result.)





- 4.Insert (an empty) board in the machine.
- 5. Make the screws marked "L" in the illustration loose, but do NOT un-screw them entirely.
- 6. Remove the outer long green belt.

7. Mount new O-rings. (If one O-ring bursts after a short while, you could leave the other. But if the remaining O-ring is worn it must be replaced as it is no good to combine a new O-ring with a

worn.)

- 8. Hold the lower feedroller in position (with e.g. a thin pen) while you tighten the screw R³. Check that the lower roller is right beneath the upper. (The tension of the spring tends to pull the roller out of postition.)
- 8. Screw the gear-cover firmly onto the front panel.
- 9. Tighten the gear-cover's inner screw and make sure that the gear-cover's lower part is positioned in line with the reader's vertical edge.
- 10. Tighten all screws on the front panel