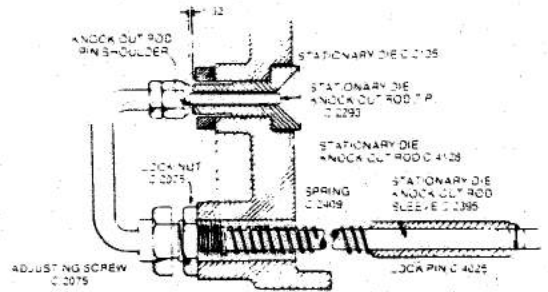


In reassembling parts in the cracking box, care should be taken that parts are replaced in their proper working positions. Special attention should be given to the Pawl Spring Adjustment Assembly, see drawing C-2728, to make sure that Pawl Spring Guide C-2311 is assembled in spring and pawl alignment plug as shown.

Parts should be relubricated as they are reassembled in the cracking box. After assembly of all parts, including cracking box cover C-2180, the box can be replaced in the cracker frame and Connecting Arm C-2281 connected to the Drive Gear C-4008 by inserting and tightening the Drive Stud C-2287. Cover can then be replaced and reassembly is complete. Part numbers and location of parts will be found on drawing C-6108. These cleaning and relubrication instructions should be repeated at intervals during the life of the cracker. The frequency with which this should be done will depend to a large extent upon the regularity with which the cracking box is lubricated during service. With regular lubrication the oil will aid in keeping the working parts clean. During cleaning process it is good practice to check for parts that may be worn or need replacing. After crackers have been operating for several seasons or long runs, it may be more economical to return the entire cracking box to us for a complete reworking instead of replacing single parts. It depends entirely on the overall condition of the cracking box which method of upkeep is best.

Removing Stationary Die Knockout Rod: Refer to drawing C-2440. Simply loosen lock nut C-2075 and entire assembly can be removed by unscrewing the adjusting screw.



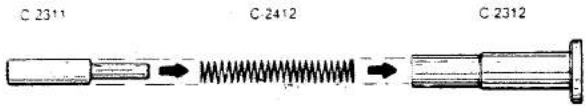
SET ADJUSTING SCREW SO COLLAR OF KNOCK OUT ROD WILL CONTACT 7/8" OUTER END AND LEAVE APPROX. .132" CLEARANCE BETWEEN SHOULDER OF KNOCK OUT PIN AND OUTER END OF DIE. TIGHTEN LOCK NUT

Dwg. No. C-2440

THIS IS IMPORTANT

LUBRICATION: This machine should be oiled before being put into operation. An S. A. E. 20, or comparable light oil is recommended throughout the unit. Fill all RED CUPS DAILY, GRAY CUPS should be filled once each week.

CARRIER CHAIN OIL CUP (Red oil cup on front of Cracker) **MUST BE FILLED EACH DAY** WHILE UNIT IS IN OPERATION. Periodic inspection of chain should be made by removing inspection cover on front of feed chain plate. Properly lubricated chain should ride freely in straight vertical line between sprockets. If chain shows a tendency to buckle, it is not receiving sufficient lubrication. In such instance, additional oil should be applied to chain until it runs free. If this oil cup remains full, cup and tubing should be immediately checked for possible clogging. Insufficient lubrication will result in excessive chain wear; binding of chain, and mis-alignment of nut Pockets with Cracking Die.



IMPORTANT
WHEN REASSEMBLING CRACKER, BE SURE THAT PAWL SPRING GUIDE, C-2311, PAWL ALIGNMENT SPRING, C-2412, AND PAWL ALIGNMENT PLUG, C-2312, ARE ASSEMBLED AS SHOWN ABOVE TO INSURE PROPER OPERATION.
Dwg. No. C-2728

NOTE 'A'

FOR PROPER CRACK, ADJUST CRACKER AS OUTLINED IN PARAGRAPH 2, ON OPPOSITE PAGE, JUST HARD ENOUGH TO CRACK SHELL COMPLETELY AROUND ALL NUTS.

NOTE 'B'

WHEN REASSEMBLING CHAIN, MAKE SURE THAT NUT POCKET ATTACHMENT HOLES ARE ON BOTTOM ENDS OF CHAIN LINKS ON CRACKING SIDE OF UNIT. SEE DRAWING NO. 6108 AT LEFT.

