INSTRUCTIONS FOR MODEL "CA" NUT CRACKING MACHINE

INSTALLATION—

The model "CA" Nut Cracking Machine is shipped with the hopper, motor, and belt guard removed in order to facilitate crating. The hopper is packed in a separate carton to prevent damage in shipment. After the crating has been removed, the hopper should be bolted in place with the bolts provided for this purpose. The lower edge of the hopper which is notched, should be placed toward the large pulley. The motor, V-belt and belt guard may then be installed in their proper positions.

The machine should be mounted on a good solid bench or one of our cast iron Nut Cracker Stands which are available at slight additional cost. If mounted on a bench, the motor end of the machine must be blocked up one inch higher than the opposite end. Cast iron blocks for this purpose are furnished with the Nut Cracker Stands. A hole must also be cut thru the bench top, under the feed chain in order to allow the dirt to fall thru.

LUBRICATION—

During the first 100 hours of operation the machine should be oiled every 4 hours. After 100 hours, the oiling period may be changed to every 8 hours and continued at 8 hour intervals thereafter. Use a good grade of S.A.E. 20 machine oil in the winter and S.A.E. 30 in the summer. All oil cups are readily accessible and in plain view. The upper feed chain sprocket is oiled thru the hole near the end of the sprocket shaft, over which the word "Oil" is marked on the casting. A few drops of oil should be used on the feed chain each day.

TO ADJUST CRACK—

Loosen Red Thumb screw. Then use screwdriver to turn Red adjustment screw to right for harder crack or to left for softer crack. ¼ to 1 turn is usually sufficient to change crack. After adjustment, be sure to re-tighten Red thumb screw. Adjustments may be made while machine is in operation.

IF MACHINE MASHES NUTS—

Should the cracking box become dirty and gummed, it is likely to stick, causing the nuts to be mashed. This may be remedied by removing the cracking box cover plate and scraping loose the dirt and grease which has accumulated near the front of the cracking box. After the cover plate has been replaced, the 2 oil cups on top of same should be oiled freely with light machine oil.

ADJUSTING FEED WHEEL—

Feed wheel must be kept so adjusted that cracking die misses nut pocket in feed wheel by about 1/32 to 1/16 of an inch as the die is coming thru.

TO REVERSE FEED CHAIN—

Feed Chain is equipped with a larger and smaller nut carrier. Chain may be removed by disconnecting connecting link. When replacing chain, be sure that one of the nut carriers is entered into bottom sprocket tooth marked "O". See that Feed Chain is moderately loose at all times. If Feed Chain is run *too* loose it will buckle and break.

TO REMOVE FEED WHEEL—

First remove cast iron cover plate which covers front of feed wheel. Second, turn large pulley until cracking die is back out of wheel. Third, remove 4 cap screws which hold wheel in place. Fourth, turn feed wheel until nut pocket marked "O" is directly even with stationary cracking die; then pull out wheel.

TO CHANGE CRACKING DIE—

Turn large pulley until die is in plain view; then place punch against shoulder on back of die and drive forward.

NOTE: Die can be changed only when feed wheel is removed.

TO REPLACE FEED WHEEL—

1. Turn large pulley to right until cracking die is nearly even with back face of wheel.
2. Replace the wheel, with nut pocket marked "O" passing over stationary die.
3. Turn wheel until nut pocket lines up with movable die, and 4 slots line up with 4 screw holes.
4. Insert 4 cap screws, but do not tighten.
5. Adjust wheel so that cracking box die enters nut pocket with a clearance of 1/32 to 1/16 inch, then tighten cap screws.
6. Turn large pulley to right to move wheel to next pocket to see that there is the same clearance.
7. If clearance is the same, replace feed wheel cover plate.

TO REMOVE CRACKING BOX—

1. Remove cracking box cover plate.
2. Remove cast iron connecting arm cover.
3. Set machine so that connecting arm bolt is about 3½ inches from pulley bearing.
4. Remove connecting arm bolt.
5. Remove cracking box between connecting arm boss and pulley bearing.

IF MACHINE STOPS—

The motor is equipped with an automatic overload cut-out which disconnects the motor, should it become overloaded or stalled.