

NSM Prestige 120 B

Removing a defective cam shaft which controls the operation mode switch.

The photos show how I – being a non-professional – went about it. It did work.

Nevertheless, I would like to expressly state that following this procedure is at your own risk.

I've added issues I noticed after taking the photos in red.

Mounting has been done in reverse sequences. Special features are written in green.

Remove the carriage and place on a work bench.

Remove the three springs located underneath.

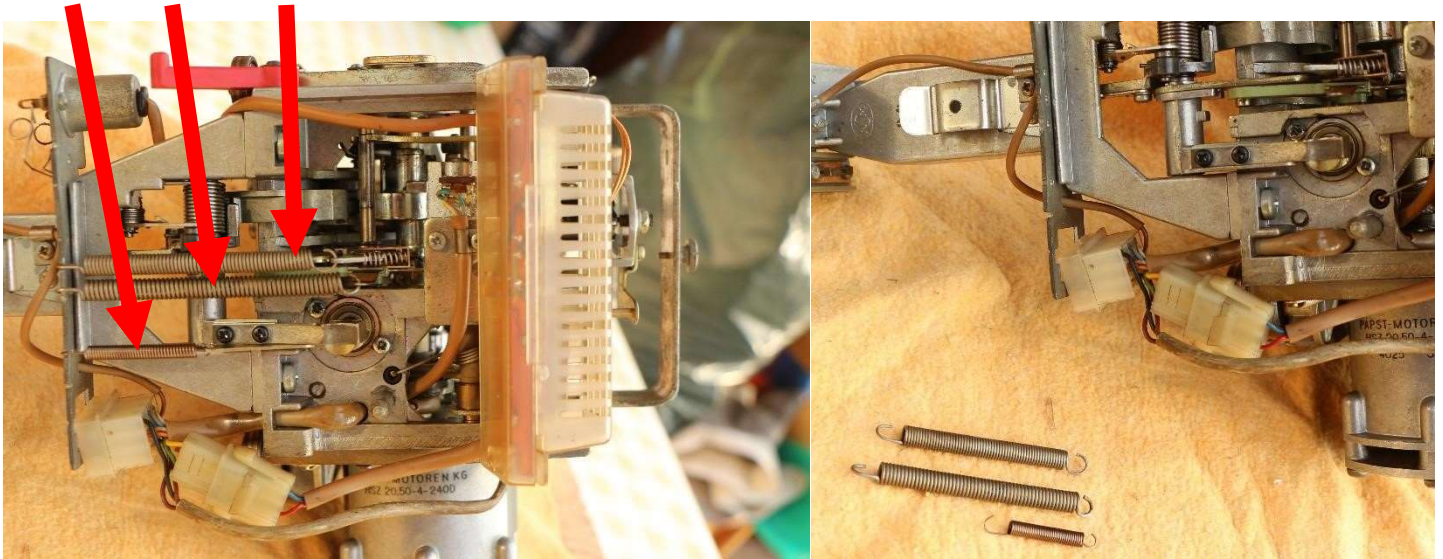


Photo 1

Remove the drive motor by loosening the two screws.

Note: Spacer!

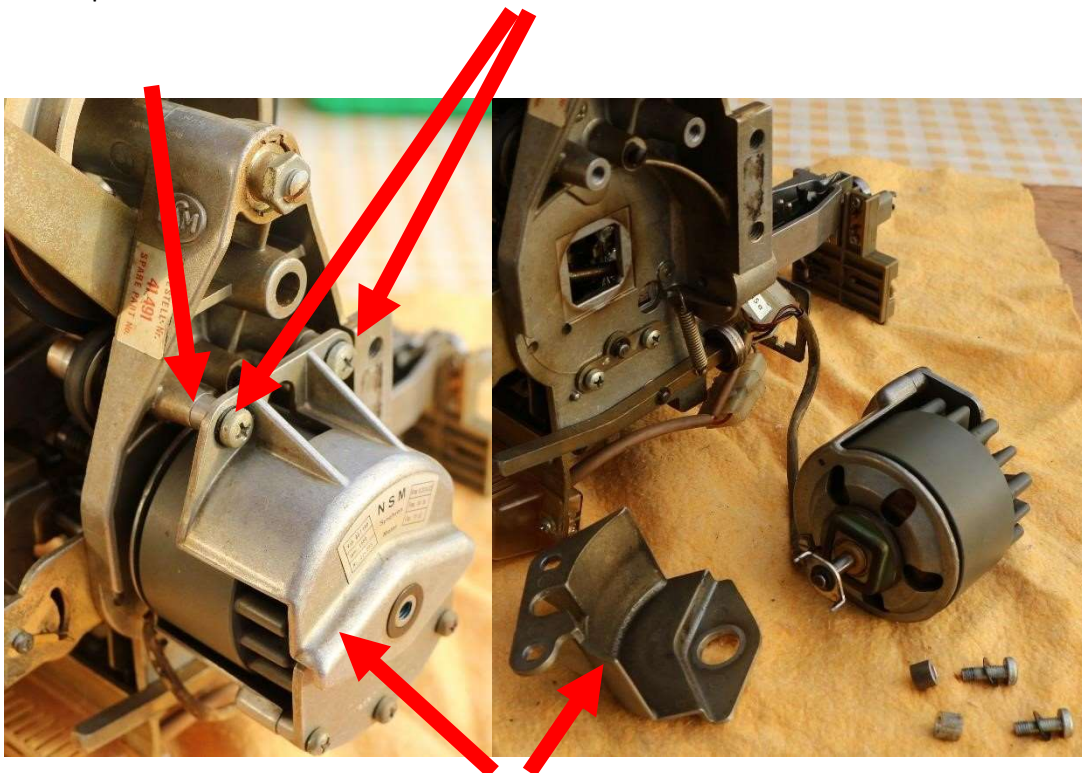


Photo 2

Bracket of motor

Remove the motor carefully. A spring and the drive belt make this sa little bit more complicate.

Loosen the crews which hold the shaft for the cartridge. (M10).

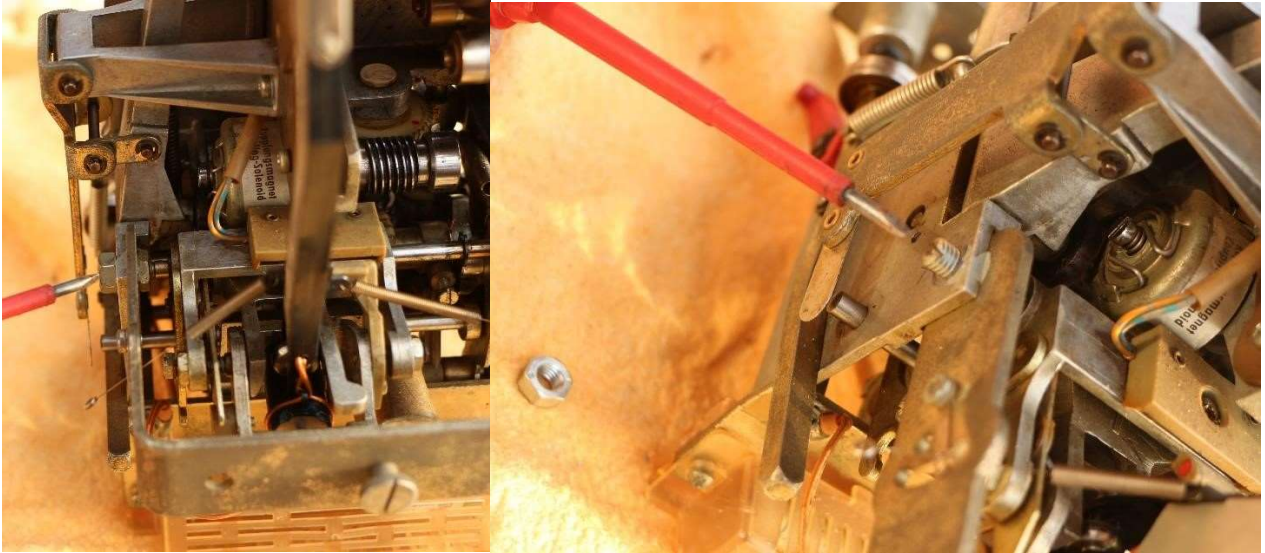


Photo 3

On the opposite site a screw (M7, regarding schematic M8)

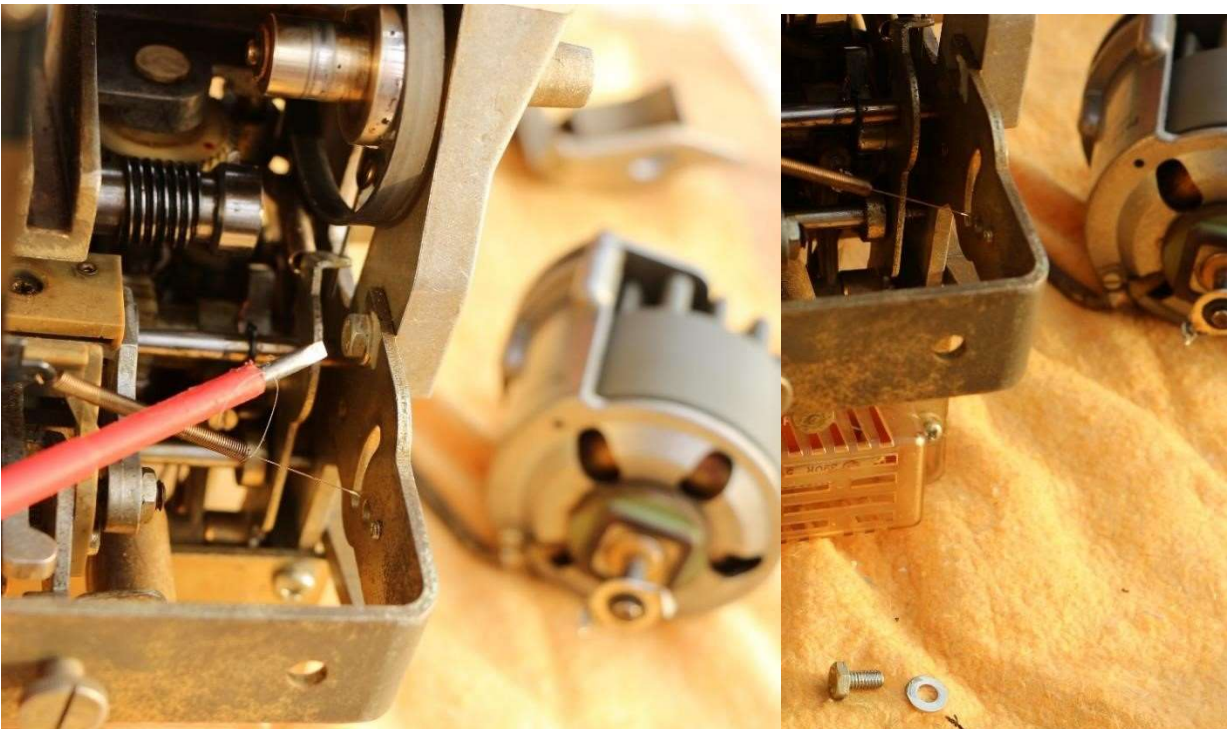


Bild 4

Note: It is not needed to remove the screw. Loosen it only is fine.

Loosen the tonearm springs. The bracket of the cover can be removed then.

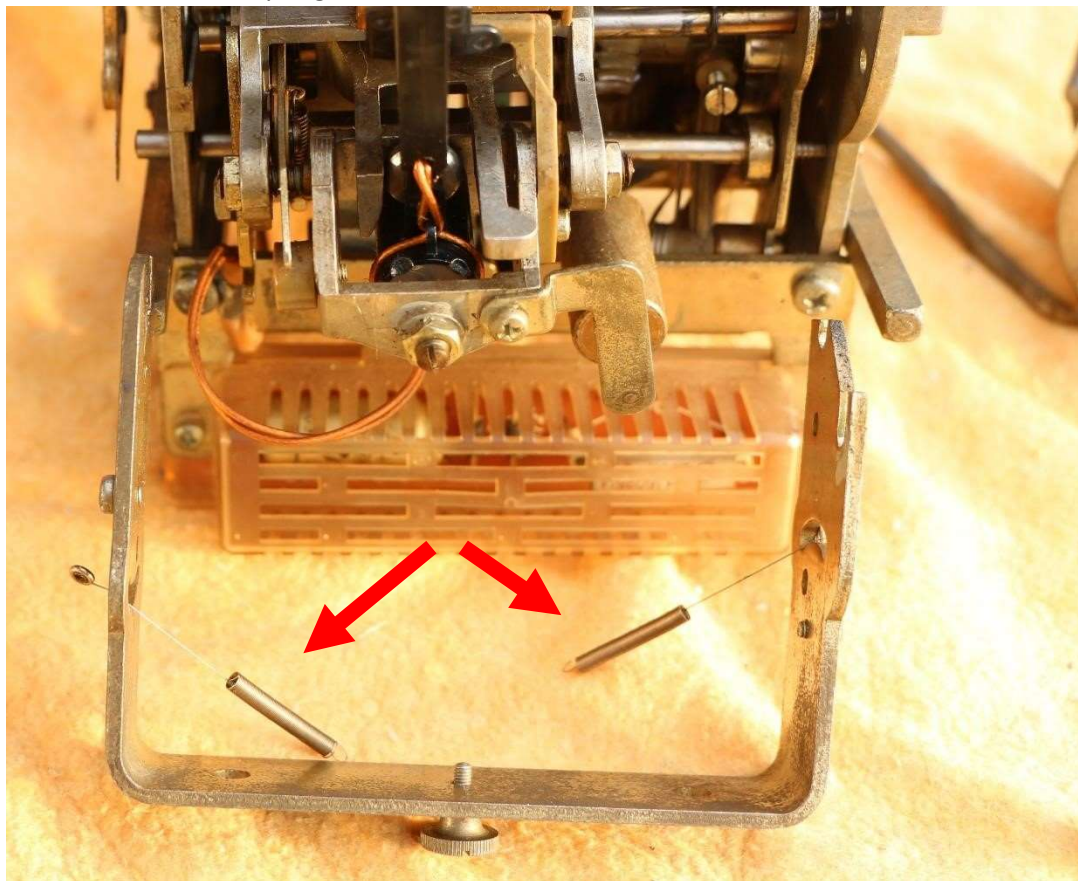


Photo 5

To remove the now loose tone arm, disconnect the wire at the bottom and the read contact.

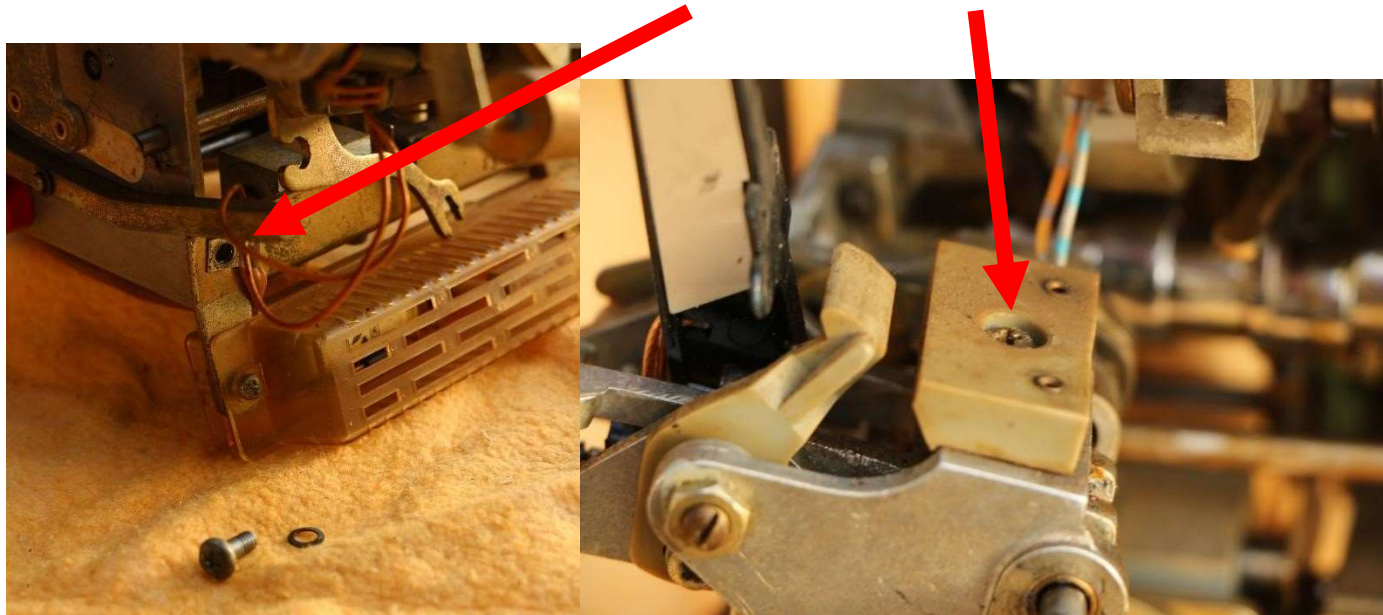


Photo 6

Now the tone arm can be placed sideways now.

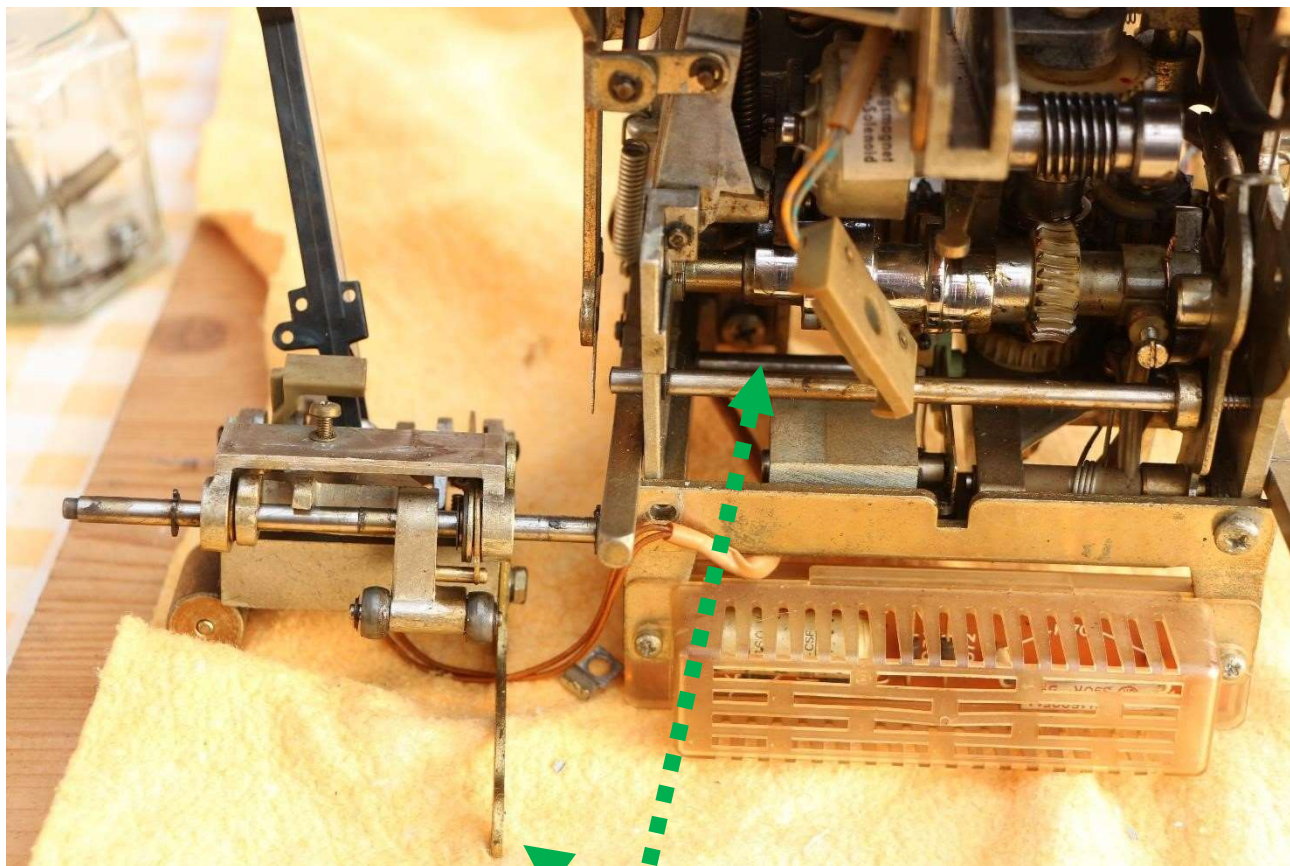
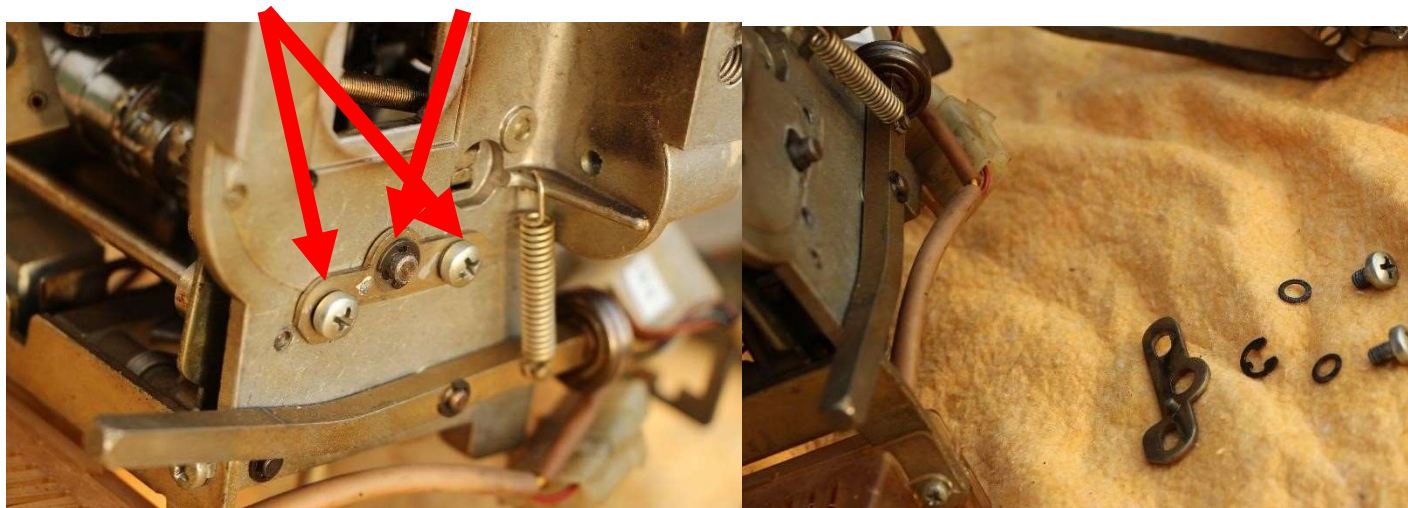


Photo 7

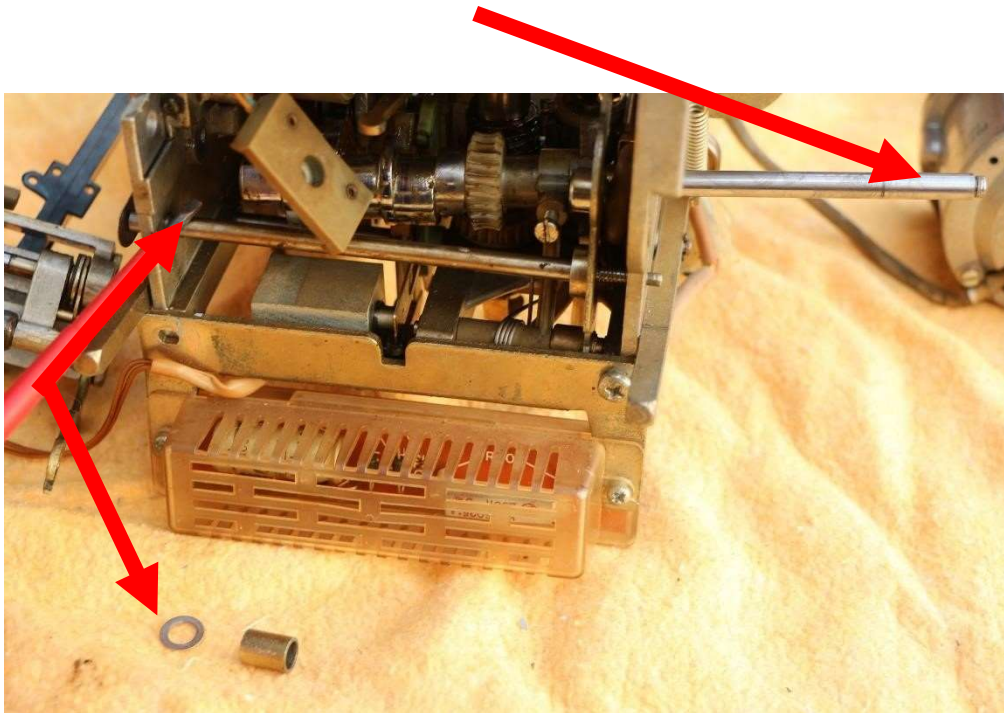
For installation: The fork on the carriage engages over the axle (visible in the background) and must do so again during installation.

Now it is the turn of the shaft which holds the cam. Loosen the screws on the side of the motor, remove the circlip and also the brass bracket carefully.



Note: The circlip is not needed to remove, the brass bracket might stay on the shaft.

Now the shaft became loose and can be pulled out. On the opposite side a washer and a spacer will come out.

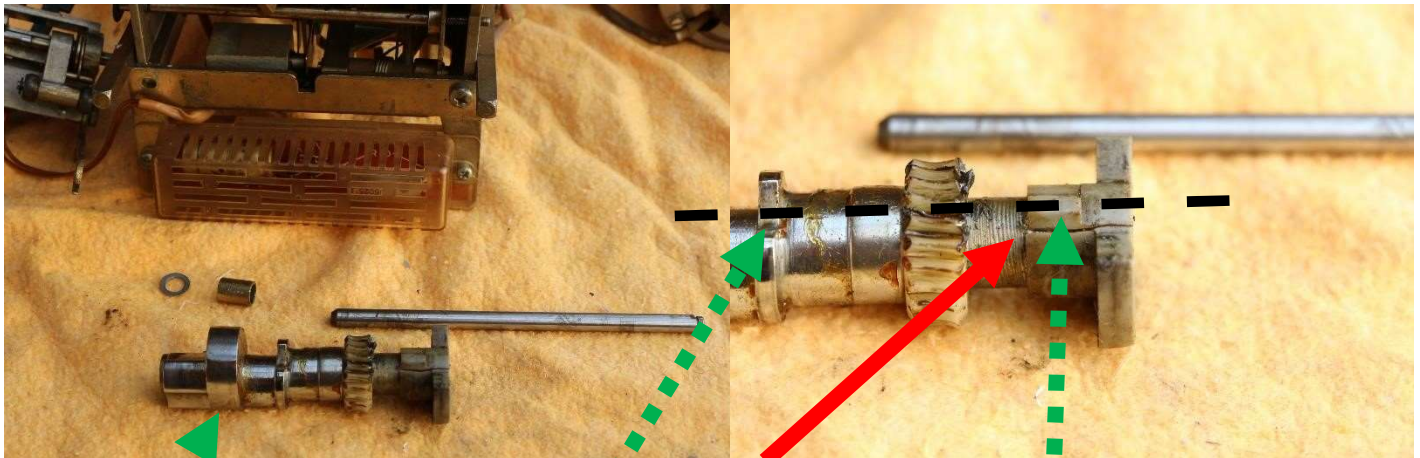


Note: Here is an error which became a doom when re-assembling.

Also on the right side the shaft has a spacer and a washer.

By the way, the structure is: Spacer - washer - camshaft - washer - spacer

Now the cam shaft can be removed (which is quite tricky).



Very clearly the torn cam can be recognized.

Cam position on the shaft:
This has a V-shaped notch with which the cam must be aligned.

In my case, the cam shaft had to be installed in such a way that the record lift arm gets pressed into the starting position. I found this difficult to achieve and don't know if there would have been an easier way at this point.

Great success!