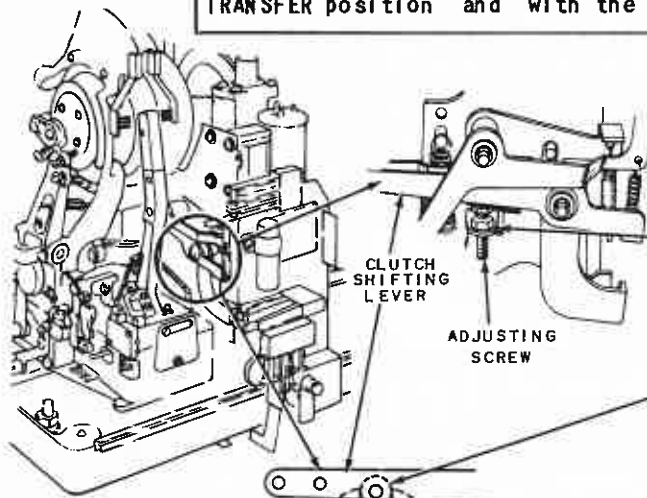


"CLUTCH 1" - - CLUTCH LIFTING ADJUSTMENT

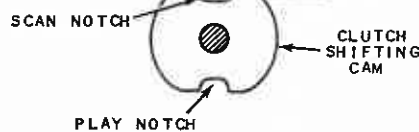
This adjustment controls the amount of vertical clutch travel and results in full engagement of the Clutch with the Worm Pin in TRANSFER position and with the Sprocket Pin in SCAN position



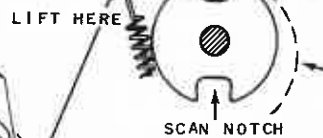
(A) Scan Carriage to front of *U0-V0 or †K9-K0 record space. Leave it in SCAN position.

(B) Loosen lock nut and turn Adjusting Screw down to limit.

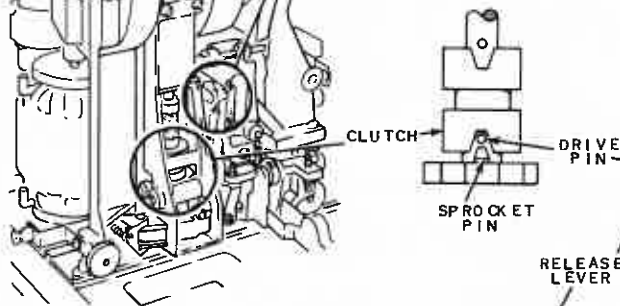
(C) Check Clutch Shifting Lever Roller position. The Roller should be in the SCAN Notch.



If the Roller is not in the SCAN Notch, turn the motor shaft until the Roller enters fully into the notch. If the Roller enters the PLAY Notch, it may be necessary to manually lift the Clutch Shifting Lever and - - turn the motor shaft until the Roller is on the high part of its cam. When the Roller is on the high part of the cam, release the Lever but continue turning the motor shaft until the Roller fully enters the SCAN Notch.

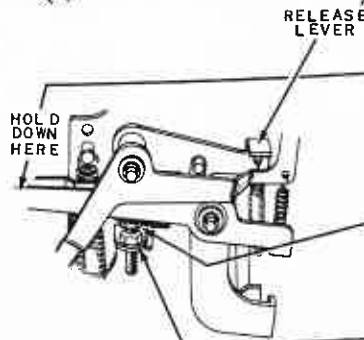


(D) Check Trip Mechanism position. The Trip Mechanism should be latched with Release Lever down to limit.



(E) Check Clutch position. Clutch should be all the way down against Drive Pin and engaged with Sprocket Pin.

(F) While manually holding Clutch Shifting Lever down - -



turn Adjusting Screw UP until screw head just touches Clutch Shifting Lever.

(G) Tighten Lock Nut.

* For Select-O-Matic Mechanism, Type 245ST5

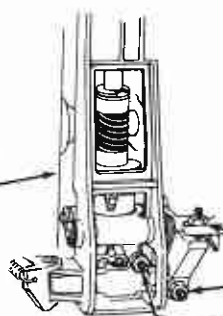
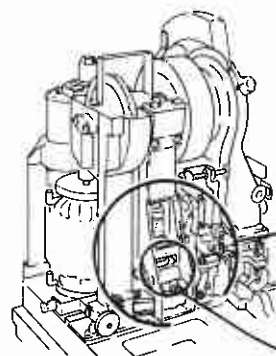
† For Select-O-Matic Mechanism, Type 145ST1

"CLUTCH 2" - - SPROCKET CLEARANCE AND DETENTING ADJUSTMENT

This adjustment establishes correct clearance between the Detent Roller and the Sprocket Teeth when the mechanism is Scanning. It results in clearance between roller and Sprocket Teeth which allows 1/16" movement at end of the Detent Arm.

NOTE 1: - "Clutch 1" adjustment should be correct before making this adjustment.

NOTE 2: - If "Clutch 2" adjustment is changed in any way, "Clutch 3 and 4" should be re-adjusted. "Clutch 2, 3 and 4" are related to an extent that a change of "Clutch 2" can cause damaging strains at adjusting screws for "Clutch 3 and 4".



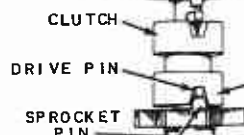
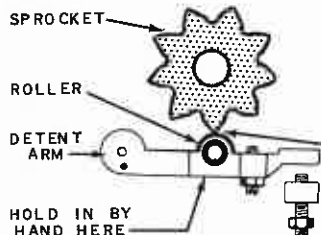
A Scan Carriage to right end beyond *V0 or †K0 position.

B Loosen lock nuts and turn these adjusting screws out to the limit;

"Clutch 2"

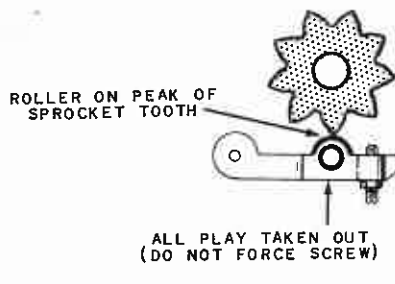
"Clutch 3"

"Clutch 4"



C Mechanism should still be in SCAN position, beyond *V0 or †K0, with Clutch all the way down (against lower Drive Pin) and engaged with Sprocket Pin.

D Hold Detent Arm in lightly by hand and turn motor shaft until Detent Arm Roller reaches peak of a Sprocket Tooth.



E With Detent Roller lined up with peak of Sprocket Tooth, turn adjusting screw in carefully, a little at a time, until there is no "in and out" play between Detent Arm Roller and peak of Sprocket Tooth. (This is the starting point for correct adjustment.)

F Now, back out, the screw 2 turns and tighten the lock nut. This establishes correct clearance.

G After this adjustment has been made, adjust "Clutch 3 and 4" as shown on following pages.

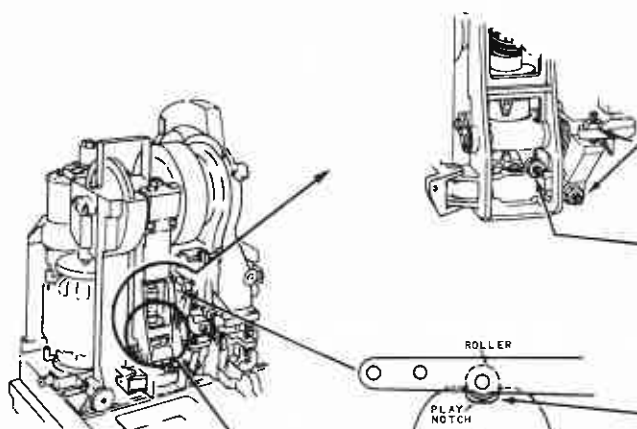
* For Select-O-Matic Mechanism, Type 245ST5

† For Select-O-Matic Mechanism, Type 145ST1

"CLUTCH 3" - - DETENT LOCKING ADJUSTMENT

This adjustment insures proper locking of the carriage while a record is playing. The adjustment takes out all rotational motion of the sprocket resulting in a minimum of lateral play in the carriage.

NOTE: - "Clutch 2" adjustment should be correct before making this adjustment.



(A) Loosen Lock Nuts and turn these adjusting screws out to the limit:

"Clutch 3"

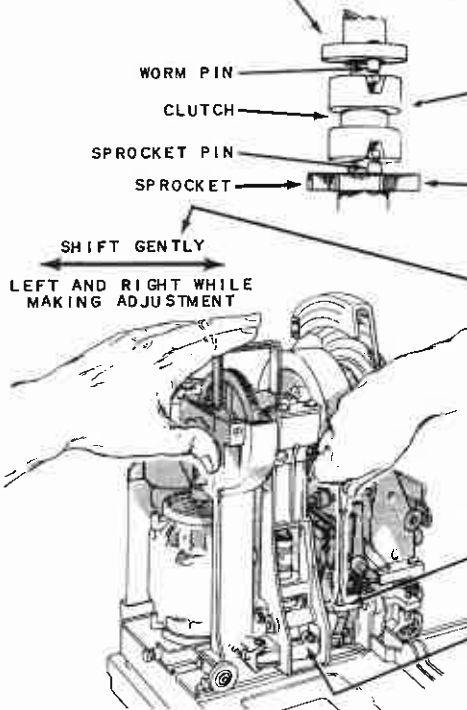
"Clutch 4"

(B) Place mechanism in *V0 or †K0 PLAY position. Be sure mechanism is fully in PLAY position.

Clutch Shifting Lever Roller should be down in PLAY Notch, - - - and - - -

Clutch should be somewhere below the Worm Pin and above the Sprocket Pin.

Note side play in Carriage and rotational motion in Sprocket when Carriage is shifted to left and right by hand. This is due to "Clutch 3" screw being out too far.

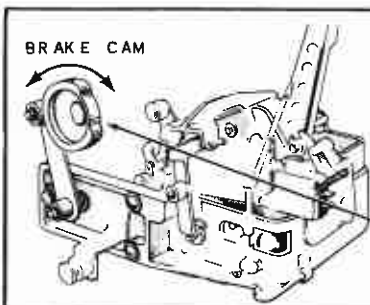


(C) While gently shifting Carriage to Left and Right by hand, - - -

turn "Clutch 3" adjusting screw carefully downward - - -

until all rotational motion is just taken out of Sprocket. Tighten "Clutch 3" Lock Nut.

(D) After this adjustment has been made, adjust "Clutch 4" as shown on the following page.



CAUTION: - Note that when adjustment is completed there is no more rotational motion in Sprocket but Carriage still has a slight amount of side play. This is a normal condition due to required gear clearances.

Do not force adjusting screw.

Turning the screw down too far will setup severe strains in the levers and will cause the Cam Assembly to bind when entering PLAY position. When adjustment is completed, check for freedom of action of Cam Assembly by turning Brake Cam by hand in both directions. Cam should have a slight amount of rotational play.

* For Select-O-Matic Mechanism, Type 245ST5

† For Select-O-Matic Mechanism, Type 145ST1

"CLUTCH 4" - - CLUTCH PLAY POSITION ADJUSTMENT

This adjustment establishes the playing position of the Clutch. This results in 1/64" clearance between the Clutch and the Worm Pin in PLAY position.

NOTE: - Before making this adjustment "Clutch 2 and 3" should be correct.

(A) "Clutch 4" adjusting screw should be turned out to the limit.

(B) Place mechanism in *V0 or †K0 PLAY position. Be sure mechanism is fully in PLAY position.

Clutch Shifting Lever Roller should be down in PLAY notch, - - - and - - -

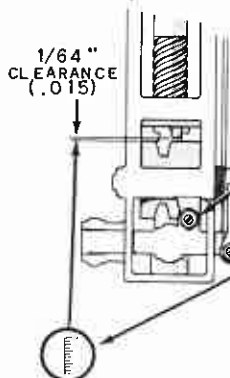
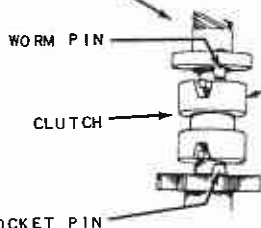
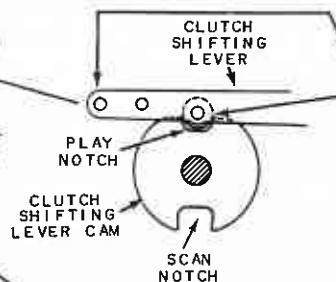
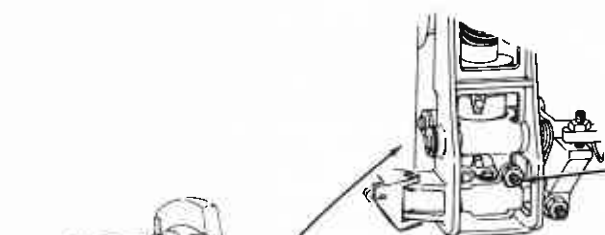
Clutch should be below the Worm Pin and above the Sprocket Pin.

(C) Press downward on end of Clutch Shifting Lever. (This insures that the Clutch has moved to its farthest downward travel before making the adjustment.)

(D) Turn adjusting screw inward until there is 1/64" (.015) clearance between the bottom of the Worm Pin and the top of the Clutch.

(E) Tighten Lock Nut.

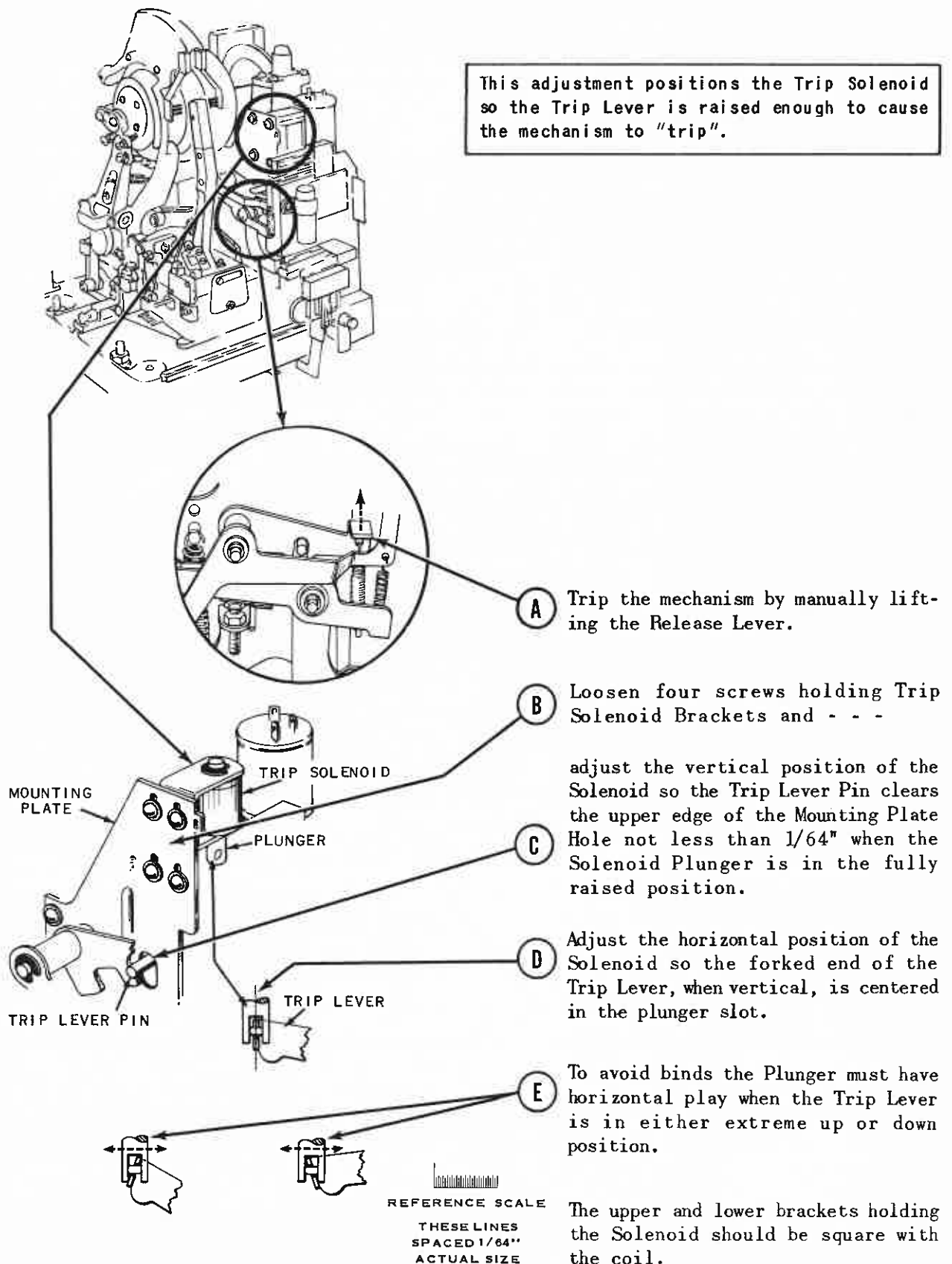
NOTE: - Clutch should drop freely, (to 1/64" clearance) every time mechanism enters PLAY position. If Clutch does not drop freely into full PLAY position it may hit Worm Pin as it rotates. This can be caused by "Clutch 3" being too tight or by binds in the Clutch and the Clutch Shifting Lever.



REFERENCE SCALE
THESE LINES
1/64" APART
ACTUAL SIZE

* For Select-O-Matic Mechanism, Type 245ST5
† For Select-O-Matic Mechanism, Type 145ST1

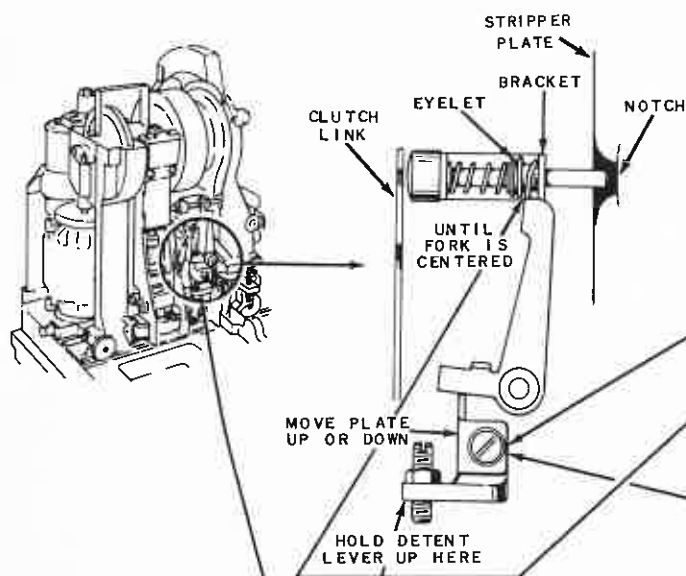
"TRIP SOLENOID 1" - - TRIP SOLENOID POSITION



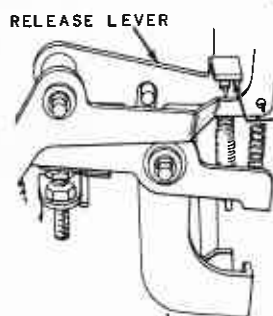
"SAFETY LEVER 1" - - SAFETY LEVER POSITION

This adjustment establishes the correct position of the Safety Lever and results in proper travel of the Safety Plunger when the mechanism is entering PLAY or SCAN position.

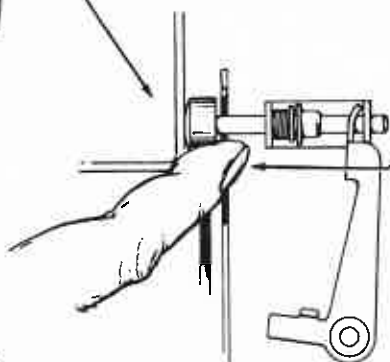
- (A) Scan Carriage to right end beyond *V0 or †K0 and turn off power.



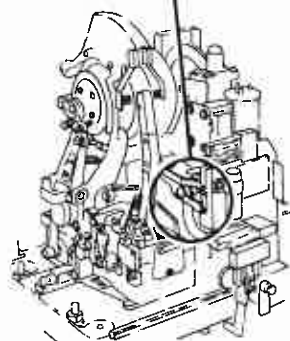
- (B) To adjust Safety Lever, - - -
1. Mechanism should still be in SCAN position.
 2. Loosen screw.
 3. While holding Detent Arm Lever up by hand, move Adjustment Plate up or down until top forked end of Safety Lever is approximately centered between eyelet and bracket.
 4. Tighten screw.



- (C) To check Safety Assembly for binds,
1. Trip the mechanism by manually lifting the Release Lever.
 2. Pull Plunger all the way over to the left (as shown) and release slowly to right. Plunger should return freely without binds.



- (D) To test for correct safety operation, - - hold the edge of a thin record across the Stripper Plate Notch and run mechanism slowly through SCAN. Hook on Clutch link should catch on large end of Plunger and record should be returned to PLAY position.



* For Select-O-Matic Mechanism, Type 245ST5

† For Select-O-Matic Mechanism, Type 145ST1