



# SERVICE SLANTS

YOUR QUESTIONS OR COMMENTS ON "SERVICE SLANTS" ARE WELCOME AT ANY TIME

ISSUED BY WURLITZER SERVICE DEPT., NORTH TONAWANDA, N. Y.

June 27th, 1947

Re: Excessive Length of Screws in Clutch Assembly.

The following is a verbatim quotation from a Service Report received by us of even date. It is typical of several reports received lately, dealing with this same complaint, and for this reason is being passed along to the field.

**NATURE OF TROUBLE:** mechanism jammed - one or more records found out of tray or jammed against tray above.

**REPAIR MEASURE:** Two of the three screws securing the hub and clutch face assembly to the 342 gear were found to protrude through the face of the hub. The correction was made by shortening the screws.

**REMARKS:** Since the screws extend through the clutch face, they in effect furnish an additional slot for the clutch dog to engage. When the clutch is tripped in the course of ordinary operation at the end of the record play, the clutch dog will sometimes engage in one of the protruding screws instead of a slot in the clutch face, and remain engaged as long as the tray take-out cam maintains pressure on the main shaft. However, when the cam releases pressure on the knee action lever, the pressure on the main shaft is slackened momentarily. Since the engagement of the clutch dog against the screw is slight, the clutch dog is allowed to slip from the end of the screw, and slip into one of the clutch face slots.

This momentary disengagement of the clutch will permit the tray take-out mechanism to slip a little, so that the trays slam back into the stack, either throwing the record or jamming it against the tray above.

\* \* \* \* \*

So far as we can see, the above needs no addition or comment. This condition is due, not to a variation in screw length, but in thickness of the fiber gears, and is best remedied by filing the excess length off the screws.