



SERVICE SLANTS

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

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

MODEL 1250 INDEX WHEEL LOCKING ADJUSTMENT

In some instances our distributors have found that the locking arm does not lock into the indexing plate properly and that on such occasion the tray take out block becomes disengaged from the lifter link selector pin.

In order to check this adjustment, it is recommended that repeat selections be made on various numbers between 1 and 48. For instance select #1, then reselect #1 again. Select #5 and reselect #5, continuing this procedure on various other numbers. The condition described above is more likely to show up on repeated selections. By having only one pin pulled and repeating the same number, this requires that the mechanism make a full 350° cycle.

Some machines have been adjusted in the field by bringing the stop screw down against the segment gear at its top position and this is incorrect. Check this by unlocking the index wheel and raising the segment gear by hand so that when it is against the stop screw at the top there are still $1\frac{1}{2}$ teeth of the segment gear engaged with the pinion. If this stop screw has not been readjusted in the field it should require no moving at any time from the original setting made at the factory. We offer the following method in place of the normal procedure in the manual in order to correct the above complaint without the necessity of readjusting the stop screw which is covered by the decorative shelf.

Now this procedure for checking adjustments of the locking arm should be started with the machine in the "at rest" position, with the locking arm engaged in the index wheel and as follows:

1. The 7 positioned cam wheel should have its top cam engaged with the driving pawl with approximately $3/64$ " clearance between the pawl and the cam. This adjustment is obtained by the adjusting screw located at the rear of the actuating arm and nut of the cam wheel assembly pictured as Part No. 53869 on Page 14 of the parts section of the 1250 manual.

2. Release one pin only on the electric selector and let the mechanism cycle until the segment gear nearly reaches its maximum upward travel. Shut off the line switch, allow motor to stop, then turn the motor shaft manually to make certain that the segment gear is at its maximum upward position. At this point obtain $1/32$ " clearance between the top side of the segment gear and the stop screw by turning the segment gear adjusting screw.

3. Turn on the line switch and let the mechanism cycle into playing position, cancel and return to at rest position. Turn off line switch, release one pin and turn motor shaft until arm unlocks from the indexing wheel. In this position there must be $1/64$ " clearance between bottom of segment gear and the adjusting screw with the segment gear resting on its stop bracket. If there is less than $1/64$ " obtain this by bending the stop bracket downward by degrees until obtained. Do not attempt to obtain this clearance by again moving the adjusting screw as this only creates a loss in the amount of throw to be obtained by the segment gear.