

OPERATIONAL MAINTENANCE INSTRUCTIONS FOR STIMPSON 484 MACHINES For use with Parts Catalog No. 484-80

The Stimpson model 484 Machines are built to give many years of trouble free service if maintained and operated as instructed. Your machine has been adjusted for the sample work or print submitted with your order, performance tested, and is ready for operation. Setting tools for all Machines and pockets for the model 484R Machine are made to order. To avoid any unnecessary downtime it is suggested you keep a spare set of tools and pockets on hand at all times.

CAUTION: USE CARE IN REMOVING THE MACHINE FROM ITS CRATE AND PACKING. DO NOT MOVE OR LIFT THE MACHINE BY ITS HOPPER BOX, ROADWAY OR GUARDS. WHEN YOU ARE READY TO START TO OPERATE YOUR MACHINE BE SURE YOU PLUG INTO A PROPERLY GROUNDED CORRECT VOLTAGE OUTLET.

(POWER TO THE MACHINE MUST BE OFF WHILE LUBRICATING, CLEANING, LOADING, ADJUSTING OR REPAIRING THE MACHINE.)

LUBRICATION

All points requiring lubrication are provided with oil cups or access holes. Excess oil, if not wiped clean, will lead to an accumulation of dust and other abrasive particles, causing premature wear and improper functioning of the machine.

Main Shaft and Flywheel are furnished with permanently sealed bearings. Under normal working conditions motor need not be lubricated for several years.

POWER TO THE MACHINE MUST BE OFF WHEN LUBRICATING THE MACHINE. ALL GUARDS MUST BE IN PLACE WHEN OPERATING THE MACHINE.

FIRST TWO WEEKS: It is advisable to oil your machine every morning at each oil point with a good grade oil comparable to S.A.E. 30. Do not use a light machine oil such as 2 in 1. After a break-in period, twice a week lubrication is sufficient under normal working conditions.

NEVER LUBRICATE: All parts relative to the feeding of the Eyelet or "CE" Rivet must be kept free of oil. Any oil on these areas must be removed. Oil will cause sticking in the carrier or roadway.

KEEP YOUR MACHINE CLEAN: It is recommended that machines in steady use be cleaned daily, more often if necessary. A regularly scheduled cleaning program will help eliminate unnecessary machine downtime.

LOADING MACHINE

With power to the machine off, put an adequate supply of Eyelets or "CE" Rivets into the hopper. DO NOT OVERFILL. Overfilling will hamper the feed and could damage the Eyelets or "CE" Rivets. Switch power to the machine on. Allow the roadway to fill. Your machine is now ready for production.

During scheduled cleaning Box Part No. 120 should be removed, cleaned of any foreign matter and reinstalled.

ADJUSTMENTS

BEFORE ANY ADJUSTMENTS ARE MADE SWITCH OFF POWER TO THE MACHINE. AS AN ADDED PRECAUTION DISCONNECT THE POWER CORD.

BOTTOM SET NO. 113: To adjust the bottom set to obtain the correct tightness of setting, loosen the Lock Screw No. 114, loosen the Lock Nut No. 119 and raise or lower the Adjusting Screw No. 118.

CAUTION: Raising the bottom set too high will cause a loss in setting force and will break or damage the Bottom Set No. 113, the Top Set No. 27 and the Spindle No. 26. After proper adjustment has been made, retighten Lock Nut No. 119 and Lock Screw No. 114.

SPINDLE STOP: With the power off, trip the machine by pulling down on the Solenoid Adjusting Screw No. 339. Turn the Flywheel over slowly by hand. If the



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Spindle No. 407 picks up an Eyelet remove it before coming to the bottom of the stroke. The spindle must not come in contact with the bottom set point. With the machine at the bottom of its stroke there must be approximately 1/64" (4 to 5 thicknesses of paper) between the Spindle and Bottom Set point. To adjust, loosen Screws No. 410 to move the Spindle Stop Bracket No. 411 up or down. Retighten Screws No. 410 and bring the machine to the stop position. An improperly adjusted Spindle Stop will cause tool damage or breakage.

ROADWAY: With the power off, trip the machine by pulling down on the Solenoid Adjusting Screw No. 339. Turn the Flywheel No. 3 slowly by hand until the Top Set Spindle No. 26 is directly above the Eyelet. Loosen the Lock Nut No. 65 and turn the Adjusting Screw No. 69 in or out until spindle is directly over the center of the Eyelet. When set, retighten Lock Nut No. 65. To adjust front to back misalignment, loosen Screw No. 112 and move the Roadway Guide in or out until the Top Set Spindle is directly over the center of the Eyelet. Retighten Screw No. 112. Turn the machine slowly back to the stop position. As the spindle enters the Eyelet there should be little or no movement of the Eyelet.

BRAKE AND CLUTCH CHATTER: Clutch chatter is caused by an improperly adjusted brake. Turn off power to the machine. Tighten the Wing Nut No. 72 two complete turns. If chatter is not eliminated, turn off power to the machine and loosen the Wing Nut No. 72 two complete turns beyond the original position.

SOLENOID: Turn off power to the machine. Remove the Guard. Trip the machine by pulling down the Solenoid Adjusting Screw No. 339. In this down position the Clutch Finger No. 77 should clear the Clutch Roll Cage No. 7F by approximately 1/16". To adjust, remove Solenoid Pin No. 343. (On some models this pin is held in place by a Retaining Ring, a Roll Pin or in some cases both. Where both are used it is only necessary to use the Roll Pin when reassembling parts.) Loosen Nut No. 337, lift the Adjusting Screw out of the Solenoid Core and shorten or lengthen the Adjusting Screw. Reinstall Solenoid Pin, Roll Pin or Retaining Ring and retighten the Nut. Check for correct 1/16" clearance. Replace the Guard before turning on power to the machine.

DUAL STROKE MICRO SWITCH: To adjust the Dual Stroke Micro Switch No. 331, turn off power to the machine and remove Guard. Remove Screw No. 334 and Cover No. 333. Loosen, do not remove, Screw No. 327. Check the Micro Switch Pusher Pin No. 319 for wear and freedom of movement. Check the Leaf Spring on the Micro Switch No. 331 for distortion or breakage. Trip the machine by pulling down on the Solenoid Adjusting Screw No. 339. Turn the Flywheel by hand until the machine comes back to its stop position. The Dual Stroke Cam No. 301 is now in position to engage the Micro Switch Pusher Pin. Swing the Micro Switch around until the Leaf Spring

on the Micro Switch engages the Pusher Pin. Slowly continue to move the Micro Switch in until a "CLICK" is heard. Hold the Micro Switch in place and retighten Screw No. 327. Do not use excessive force when tightening the Micro Switch Screw because of the danger of cracking the Micro Switch. Reinstall Solenoid Cover and Screw. Trip machine, turn Flywheel over by hand until the machine comes back to its stop position. You must go through the second cycle. Dual Stroke Cam must be disengaged from the Micro Switch Pusher Pin. **CAUTION: If the Cam is not disengaged the machine will cycle, without stepping on the foot switch, when the power is turned on.** Reinstall the machine guard before operating the machine.

HYDRAULIC COMPENSATOR: The Hydraulic Compensator NO. 807 has been factory set for the sample work submitted. Setting pressure can be reduced or increased by inserting a pin in the crosshole at the bottom of the Compensator and turning counter-clockwise to increase pressure, or clockwise to decrease pressure. Increase pressure gradually. Excessive pressure will cause fragile parts to break.

SPRING COMPENSATOR: The Spring Compensator has been factory set for the sample work submitted. To adjust setting pressure, loosen Lock Nut No. 478 and turn Tension Adjusting Screw No. 477 clockwise to increase pressure, or counter-clockwise to decrease pressure. Increase pressure gradually. Excessive pressure will cause fragile parts to break.

CUT-OFF ON DOUBLE CUT-OFF MACHINES: In the home position, the Cut-Off Spring No. 753 must be in a neutral or tension free state. The Cut-Off Return Spring No. 754 will return the Cut-Off to its home position. In the down position, the Cut-Off Spring No. 753 must have just enough tension applied to it so that the Cut-Off will move its complete stroke and feed an Eyelet into the rear channel of the Roadway. Excessive tension on the Cut-Off Spring will cause premature breakage.

TO ADJUST: TURN OFF POWER TO THE MACHINE AND AS AN ADDED SAFETY MEASURE DISCONNECT THE POWER CORD.

Turn the machine over by hand to its down position. Loosen Lock Nut No. 767 and turn the Operating Arm No. 752 in or out until there is just enough tension on the Cut-Off Spring to move it the complete stroke. Retighten the Lock Nut. Bring the machine back to its home position by hand. Operate the Cut-Off by hand, if necessary, to fill both channels 3/4 of the way up. Do not fill the channels up to the Cut-Off. Overfilling will cause the Cut-Off to jam.

POCKET ADJUSTMENT - RIVET MACHINE:
POWER TO THE MACHINE MUST BE SWITCHED OFF AND AS AN ADDED PRECAUTION THE POWER CORD SHOULD BE DISCONNECTED.

In the home position there must be approximately

.010" or 3 thicknesses of paper between the top of the Pockets No. 534 and the bottom of the Roadway No.'s 506, 507 and 508. To adjust for the proper clearance, loosen Lock Nut No. 542 and adjust upper Pocket Plunger Adjusting Screw No. 541 up or down to get correct clearance. With a Rivet in the Pocket No. 534, turn the machine over by hand to determine if the Rivet setting is correct. If the setting is too tight, or too loose, adjust the Bottom Set. (See Bottom Set section under Adjustments.) In the down position the Driving Stem No. 527 must protrude out of the bottom of the Pockets No. 534 approximately 1/32". To adjust, loosen Lock Nut No. 542 and turn screw up or down for correct adjustment. Bring the machine back to its home position by hand.

To adjust the tension on the Pocket Plunger No. 533, you must loosen or tighten the Spring Tension Adjusting Screw No. 552. If the Driving Stem No. 527 pushes the Rivet out of the Pockets before the machine reaches its lowest point, the Adjusting Screw No. 552 must be loosened until the Pockets No. 534 move down with the Driving Stem, touching the Rivet and pushing it through the Pockets when they reach their lowest point. If the Pocket Plunger moves down before the Driving Stem No. 527 touches the Rivet, the Adjusting Screw No. 552 must be gradually tightened until the Pocket Plunger moves down when the Driving Stem touches the Rivet. When the Pockets No. 534 do not return to the up position or if the Pockets drop down, the Friction Plate Spring No. 548 must be replaced. Screw No. 547 must be tight.

All moving parts must be kept clean and lightly lubricated.

TROUBLE SHOOTING

BEFORE WORKING ON OR MAKING ADJUSTMENTS TO YOUR MACHINE, SWITCH OFF POWER TO THE MACHINE AND AS AN ADDED PRECAUTION DISCONNECT THE POWER CORD.

MACHINE FAILS OR HESITATES TO CYCLE: See Solenoid section under Adjustments. Check electrical connections. Depress Foot Switch by hand and listen for the switch to "CLICK". Check for missing Solenoid Pin No. 343.

MACHINE REPEATS: SWITCH OFF POWER TO THE MACHINE IMMEDIATELY. Check for broken or missing Safety Lever Spring No. 43.

MACHINE JAMS: SWITCH OFF POWER TO THE MACHINE IMMEDIATELY. Jamming is caused by adjusting the Bottom Set too high or setting one Eyelet on top of the other. Lower the Bottom Set and bring machine back to its stop position by hand. Remove cause of the jam carefully so as not to damage the Bottom Set. Machine can also be turned back by

inserting a pin in the hole in the Main Shaft, lifting the Clutch Finger Latch No. 45 clear of the Clutch Roll Cage and turning the Main Shaft back counter-clockwise. After jam has been cleared, bring machine back to its stop position by hand.

SETTING STICKS ON BOTTOM SET: Too loose or too tight a setting can cause sticking. Check tools for wear or damage. Be sure the Eyelets now in use are the same metal for which the tools were originally made.

NO FEED OR POOR FEED: Box No. 120, Carrier No. 121 and Roadway No. 151 must be free of oil, grease, foreign matter or damaged goods. Empty the hopper by placing a container under the Chute No. 181. Gently pull out the Sliding Cover No. 146 and allow the Eyelets to run out. Remove the Box and clean out any foreign matter, damaged goods, oil or grease. Any oil or grease must be cleaned out with a fast drying solvent. Roadway can also be cleaned in the same manner. Air pressure can be used to blow out any foreign matter that cannot be wiped away. **Never** use a hard or sharp metal object on the Box, Carrier or Roadway to force or remove a damaged Eyelet out of or down the Roadway. Serious damage will occur. Gently push the Sliding Cover back to its closed position. Reinstall the Box. Do not overfill the Hopper. Start the machine and allow Roadway to fill before starting production.

EYELET DOES NOT PICK UP: Check for bent Spindle No. 26 or bent or mispositioned Finger Spring No. 177. Finger Spring must hold the Eyelet in position at the end of the Roadway. See also Roadway Adjustment under Adjustments section.

SOLENOID OVER-HEATING: When energized the Solenoid must complete its stroke or it will buzz and over-heat. If the cause is not corrected the Solenoid will burn out. Check for foreign matter between the Solenoid Coil and the Solenoid Core. The Solenoid Core must move freely. To adjust see "SOLENOID" section under Adjustments.

CAUTION: POWER TO THE MACHINE MUST BE SWITCHED OFF WHEN REPAIRING OR ADJUSTING YOUR MACHINE. AS AN ADDED PRECAUTION DISCONNECT THE POWER CORD.



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