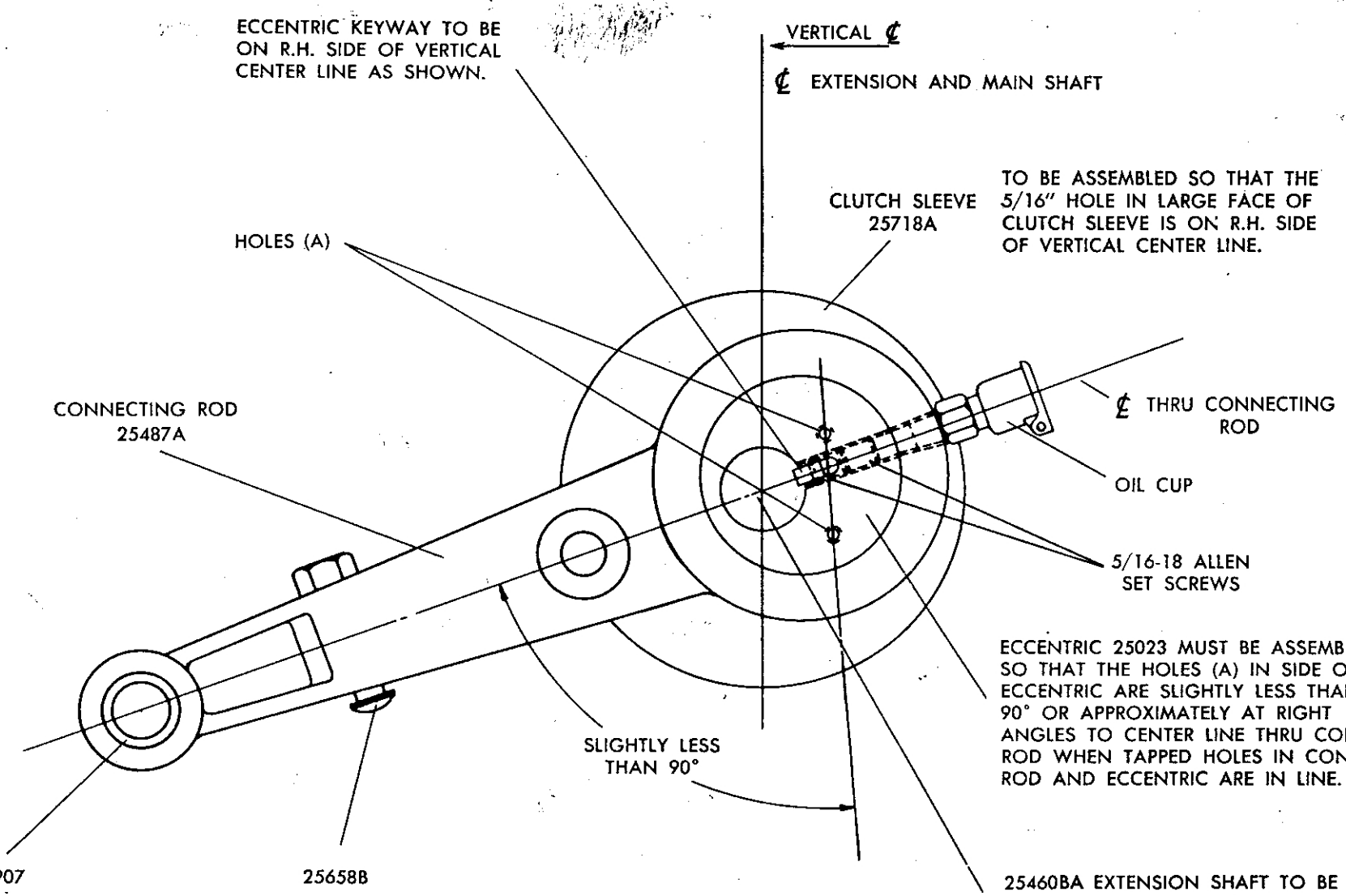
The Model 485 stitcher has an inherent design problem, the 430 crankshaft has a tendency to back out, causing the 450A magnet to contact the 491 reed switch. This will usually result in a switch failure. The following is a procedure for re-installing and securing the shaft and relocating the reed switch and magnet. A properly installed shaft should remain in place for a long period of time.

The 435 flywheel has an access hole in the hub between the 435A sprocket and the back of the flywheel. There are two ¼”-28 socket set screws in the inner race of the 435B SL-15 flywheel bearing that secure the flywheel assembly to the crankshaft. With the shaft pushed all of the way in and flywheel pushed hard up against the stitcher throat, tighten the two screws. You will need to rotate the flywheel relative to the shaft to bring the screws into view through the access hole, the screws are 90 degrees apart. Now remove the grease fitting from the large end of the original connecting rod, insert a 5/32” allen wrench and rotate shaft relative to rod. You will feel the wrench drop into a hole in the connecting rod eccentric, here you will find two 5/16”-18 socket set screws, one atop the other. Remove the first jam screw, now push and hold the shaft in, while tightening the second screw firmly then re-install the first jam screw and grease fitting.

Remove the 450 disc and re-install with magnet facing inboard toward stitch head, now remove and relocate the switch behind the magnet, now if the shaft should back out, the magnet will move away from the switch and count input will stop but switch will not be damaged.

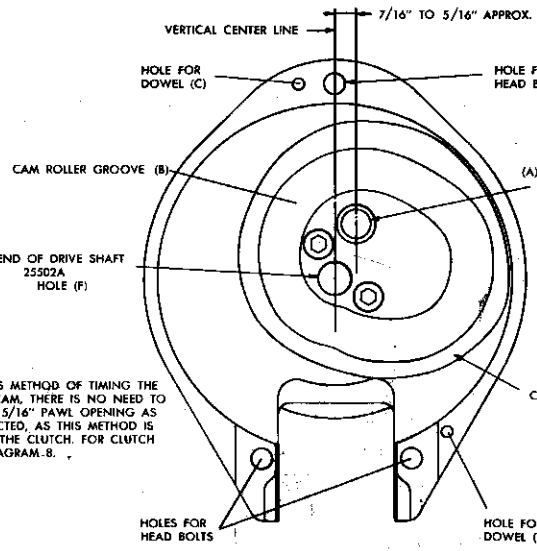
For questions or assistance, call Crittenden Conversion service @ (800) 755-7894



NOTE: — WHEN ASSEMBLING EXTENSION SHAFT 25460BA THRU THE VARIOUS PARTS, IF THE STITCHER HEAD HAS BEEN REMOVED, BE SURE THAT CAM HAS NOT DROPPED AND THAT IT IS IN POSITION AS SHOWN ON DIAGRAM #4.

DIAGRAM 8

VIEW LOOKING FROM REAR OF STITCHER



NOTE – WITH THIS METHOD OF TIMING THE ECCENTRIC AND CAM, THERE IS NO NEED TO USE THE 1/4" OR 5/16" PAWL OPENING AS FORMERLY INSTRUCTED, AS THIS METHOD IS INDEPENDENT OF THE CLUTCH. FOR CLUTCH ASSEMBLY, SEE DIAGRAM 8.

DIAGRAM 4