

THE PROBLEM OF THE STITCHER PUTTING IN EXACTLY TWICE THE NUMBER OF STITCHES THAT HAS BEEN SET ON THE COUNTER IS USUALLY CAUSED BY THE START SWITCH AT THE TARGET FAILING TO RETURN BACK TO THE NORMALLY OPEN POSITION. THIS CAN BE CAUSED BY A NUMBER OF THINGS: THE RETURN SPRING IN THE END OF THE TRIP FRAME COULD BE WEAK, BROKEN OR OUT OF ADJUSTMENT, THE WHOLE TRIP GATE ASSEMBLY COULD BE SET TOO LOW WHICH WOULD ALLOW THE THICKER BOXES TO DRAG ON THE UNDERNEATH SIDE OF THE MECHANISM CAUSING THE SWITCH TO BE HELD CLOSED. THE 4-WAY AIR VALVE COULD BE STICKING DUE TO NEEDING CLEANING. IF THE MACHINE SEEMS TO OPERATE CORRECTLY WHEN TRIPPED BY HAND WITH NO BOX IN IT, THEN IT IS ALMOST SURELY BEING CAUSED BY BOX DRAG, THE TRIP ASSEMBLY SHOULD BE RAISED SLIGHTLY TO ACCOMODATE THE BOX THICKNESS. IT IS RECOMMENDED THE THE TRIP FRAME ASSEMBLY BE OCCASIONALLY DISMANTLED, LUBRICATED AND ADJUSTED.

THE MISSING RESTRICTOR VALVE WOULD NOT CAUSE THE ABOVE PROBLEM, BUT IT WOULD CREATE DIFFICULTY HOLDING CONSISTENT STITCH PATTERN PLACEMENT. INSTALL THE NEW VALVE DIRECTLY INTO #28 CYLINDER. ADJUST THE VALVE SO AS TO STABILIZE THE PATTERN PLACEMENT. IF VALVE IS OPENED TOO FAR THE PATTERN WILL BE INCONSISTENT, IF CLOSED TOO FAR, THE SPACING BETWEEN 1ST AND 2ND STITCHES WILL BE TOO CLOSE TOGETHER. ONCE VALVE HAS BEEN SET CORRECTLY IT SHOULD NOT REQUIRE FREQUENT ADJUSTMENT!

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## High Speed Clutch Adjustment Procedure

Make the following adjustments while the machine is running:

1. Loosen the turnbuckle between the clutch-brake shifting arm and the high-speed clutch arm until the feed rolls stop turning.
2. Tighten turnbuckle until the feed rolls start turning.
3. Once feed rolls start turning, tighten turbuckle one complete turn.

Check settings by feeding a box and confirming proper turnbuckle adjustment. If the box slips or does not eject satisfactorily when stitching, tighten the turnbuckle 1/2 turn until there is no slipping. If the stitch head stops inconsistently, then loosen the turnbuckle 1/2 turn to reduce the pressure on the clutch-brake, then repeat until properly adjusted.