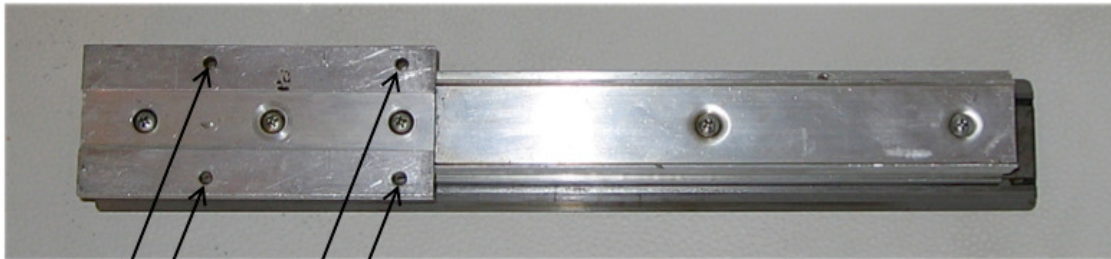


POWER FEED KIT

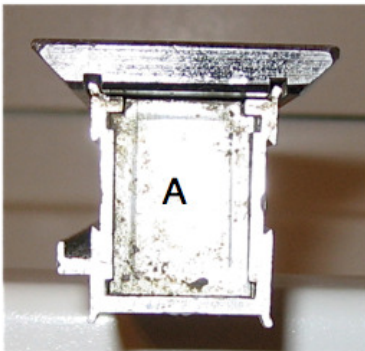


BED PREPARATION



STEP #1

TAP THESE 4 HOLES WITH THE 1/4 X 20 TAP PROVIDED.



STEP #2

A DECISION MUST BE MADE TO TURN THE BED AROUND (FIG. A) OR TO MACHINE AWAY THE EXISTING RACK CHANNEL (FIG.B) BECAUSE THE NEW LEAD SCREW CANNOT OPERATE WITH THE RACK CHANNEL IN PLACE.

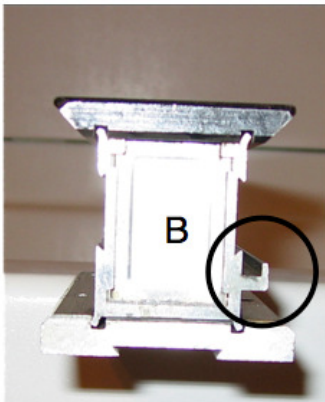


FIG. B

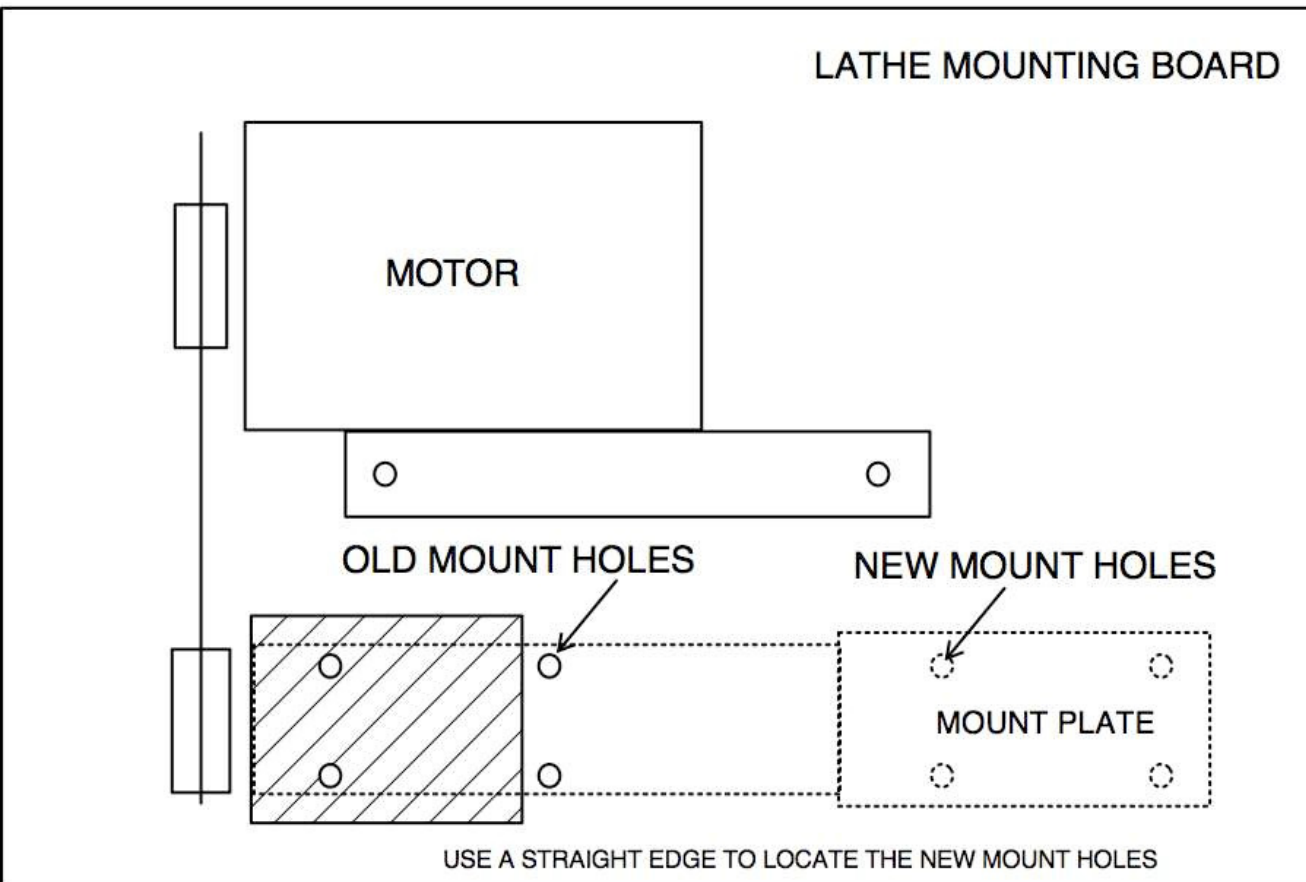
IF YOU MACHINE THIS AWAY, YOU CAN LEAVE ABOUT .020 STICKING UP BUT BE CAREFUL NOT TO DAMAGE THE DOVETAIL CHANNEL AS THIS IS NEEDED FOR THE CHIP GUARD.

WHICH WAY IS BEST ?

IF YOU HAVE ACCESS TO A MILL, MACHINING AWAY THE CHANNEL WILL GIVE AN OVERALL BETTER RESULT AND THE BED CAN BOLT BACK WHERE IT WAS BEFORE.

EVEN A SMALL MILL LIKE THE TAIG COULD EASILY DO THE JOB. JUST PREPARE WELL AND TAKE YOUR TIME.

**THIS PAGE IS FOR THOSE WHO CHOOSE TO TURN THE BED AROUND.
THOSE WHO MACHINED AWAY THE RACK CHANNEL MAY DISREGARD THIS PAGE.**



STEP #3

WITH THE DRIVE MOTOR *STILL IN PLACE*.

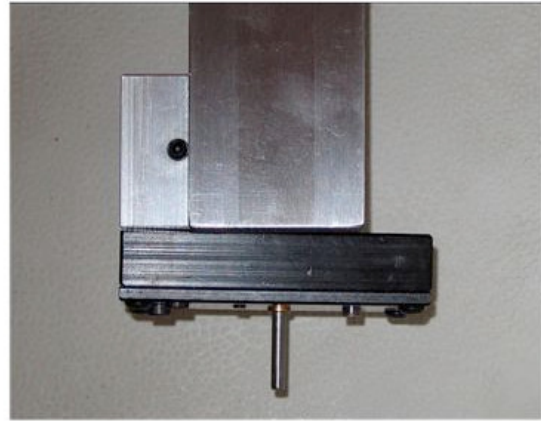
TURN THE BED AROUND AND TEMPORARILY MOUNT THE HEAD STOCK AT THE TAIL STOCK END TO LINE UP THE DRIVE BELT.

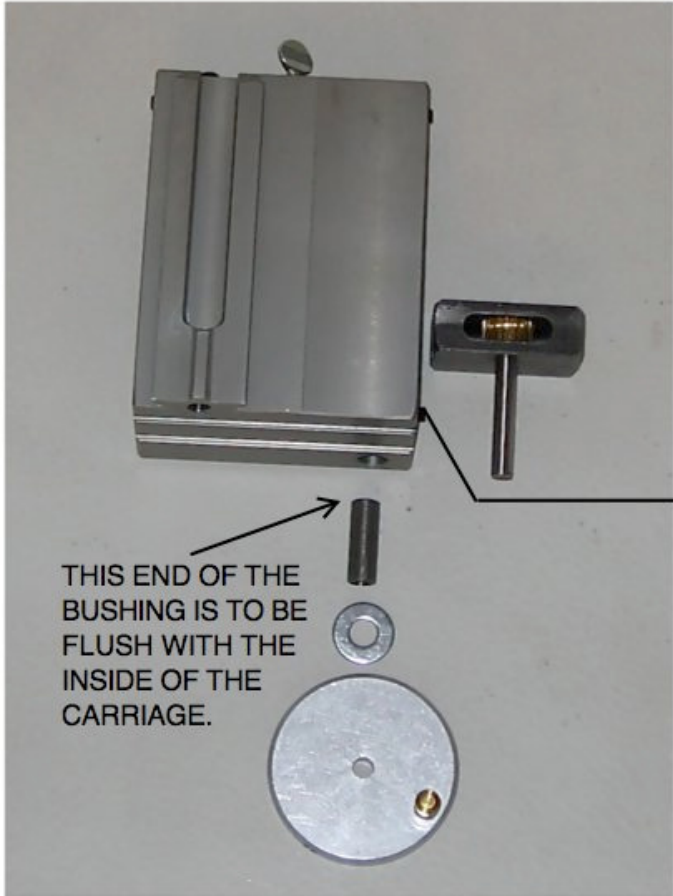
WE CANNOT GIVE SPECIFIC DIMENSIONS DUE THE FACT THAT MOTORS, BOARDS & BRACKETS HAVE VARIED OVER THE YEARS.



RACK CHANNEL IF YOU
TURNED THE BED AROUND.

STEP #4
WITH THE BED **SECURLY**
FASTENED TO THE BOARD,
INSTALL THE TRANSMISSION
MOUNT AND ATTACH THE
TRANSMISSION TO IT. DO NOT
TIGHTEN. LEAVE BOTH SNUG BUT
MOVEABLE.



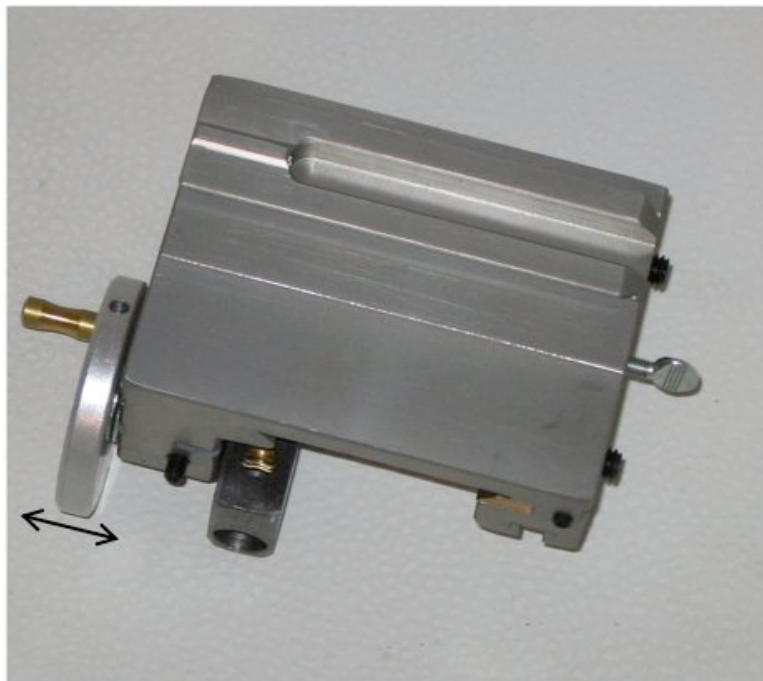


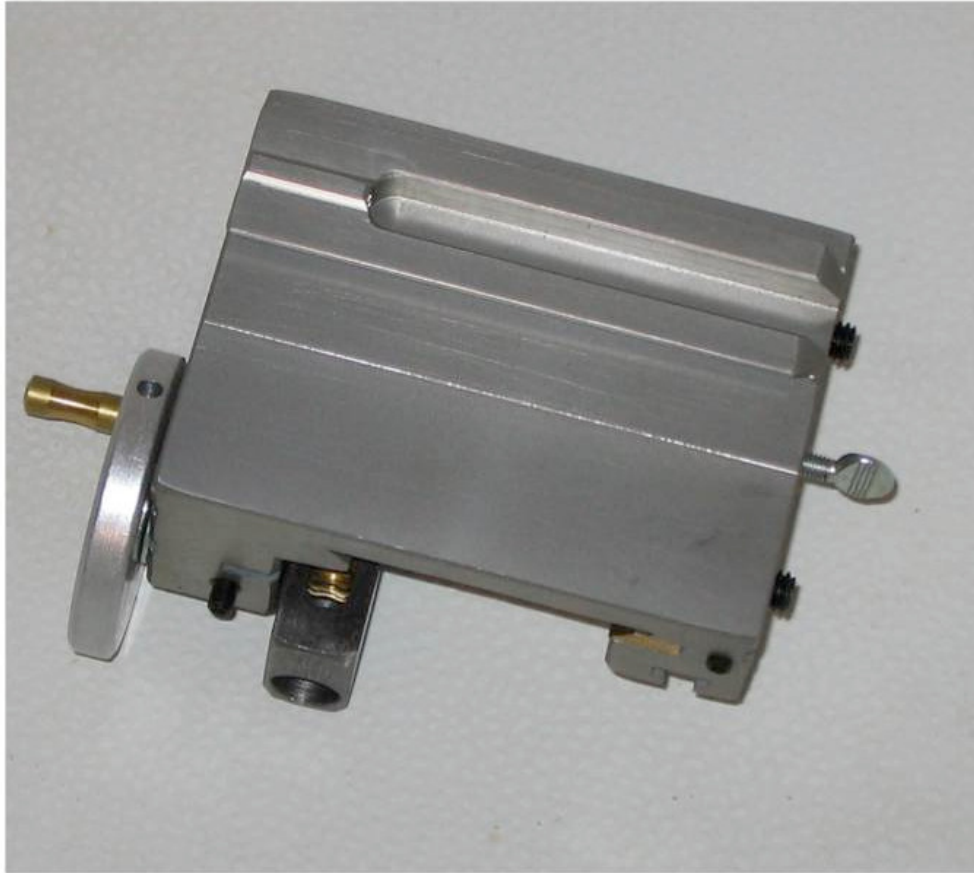
THIS END OF THE BUSHING IS TO BE FLUSH WITH THE INSIDE OF THE CARRIAGE.

STEP #5

ASSEMBLE THE CARRIAGE AS SHOWN. DURING ASSEMBLY ADJUST THE HAND WHEEL TO HAVE .030 TO .060 CLEARANCE. DO NOT OVER TIGHTEN THE BUSHING SET SCREW. IF YOU DO THE HAND WHEEL WILL NOT MOVE.

VERY IMPORTANT !
MAKE SURE YOU
HAVE .030 TO .060
CLEARANCE





IT IS TIME TO DISCUSS THE **FIT** OF YOUR NEW CARRIAGE. TO GET A PERFECT **FEEL** YOU MAY HAVE TO "LAP IT IN". THIS COULD BE DONE BY MIXING A CLEANING AGENT LIKE COMET OR AJAX WITH 3 IN 1 OIL OR THE LIKE. THE EASIER YOUR CARRIAGE SLIDES THE MORE PRECISE YOUR WORK . **SPEND SOME SERIOUS TIME WITH THIS** AND YOU'LL BE AMAZED AT THE PERFORMANCE OF YOUR MACHINE.

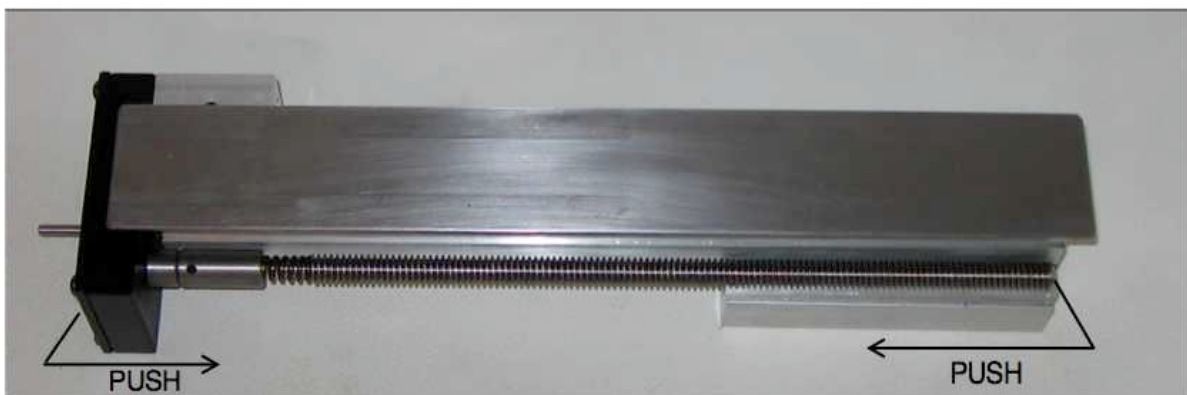
NOTICE:

THE NEW CARRIAGE **DOES NOT** INCLUDE A CROSSLIDE OR DIAL ASSEMBLY.



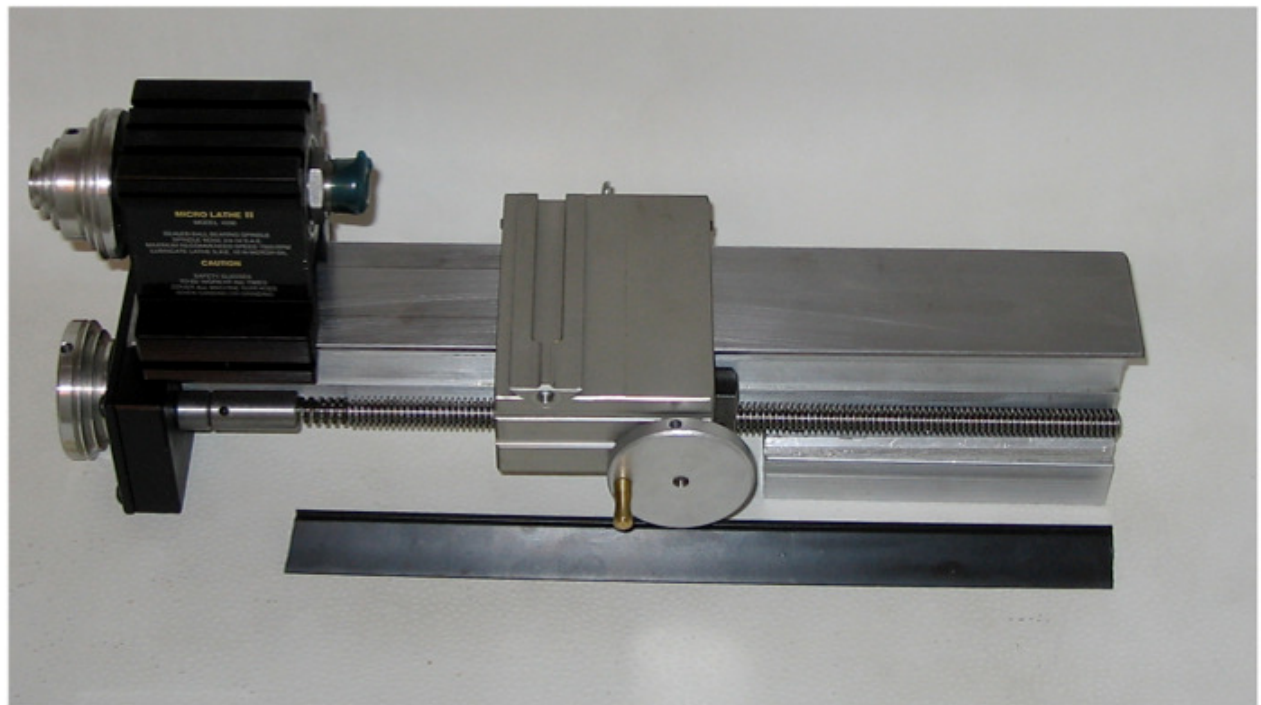
STEP #6

PLACE THE 1/2" SPACER ON THE OUTPUT SHAFT AND THEN THE LEAD SCREW . NOTICE THE GROUND FLAT ON THE OUTPUT SHAFT, MAKE SURE THE SET SCREW LINES UP WITH THE FLAT. ALSO, ROLL THE LEAD SCREW ON A FLAT SURFACE TO MAKE SURE IT RUNS TRUE. IF NOT, YOU CAN PUSH ON THE COUPLER UNTILL IT RUNS PRETTY CLOSE. **REMEMBER, THE STRAIGHTER THE SCREW AND COUPLER THE EASIER TO LINE UP.**



NOTICE:

BEFORE TIGHTENING THE SET SCREW PUSH THE BACK OF THE OUTPUT SHAFT TOWARD THE TAIL STOCK AND PUSH THE END OF THE LEAD SCREW TOWARD THE HEAD STOCK. THIS WILL REMOVE ALL CLEARANCE IN THE OUTPUT STAGE OF THE TRANSMISSION. THEN TIGHTEN THE SET SCREW.



FINAL ASSEMBLY:

USE CAUTION WHEN SLIDING ON THE CARRIAGE.
SNUG UP THE TRANSMISSION TO TRANS MOUNT SCREWS BUT
STILL ALLOW MOVEMENT OF THE TRANSMISSION.
TIGHTEN THE TRANS MOUNT SET SCREW BUT PLACE THE
TRANSMISSION SO THAT IT **DOES NOT** CONTACT THE BED.
(.030 CLEARANCE IS PLENTY)

SLIDE THE CARRIAGE ABOUT 1/2 WAY DOWN THE BED.
WITH AN ALLEN WRENCH IN THE TOP TRANSMISSION SCREW
ROTATE THE HAND WHEEL LEFT AND RIGHT WHILE WITH YOUR
LEFT HAND MOVE THE TRANSMISSION UP AND DOWN UNTIL
IT FEELS JUST RIGHT. THEN TIGHTEN BOTH TRANSMISSION
SCREWS.(YOU MAY HAVE TO REPEAT THIS A FEW TIMES)
SLIDE THE CHIP SHIELD IN THE DOVETAIL. NOW LINE UP THE
PULLEYS AND YOUR GOOD TO GO.

BIG TIP:

**THE STRAIGHTER THE SCREW AND COUPLER UPON ASSEMBLY
THE EASIER THE ADJUSTMENT.**



MICRO LATHE II

CAUTION

