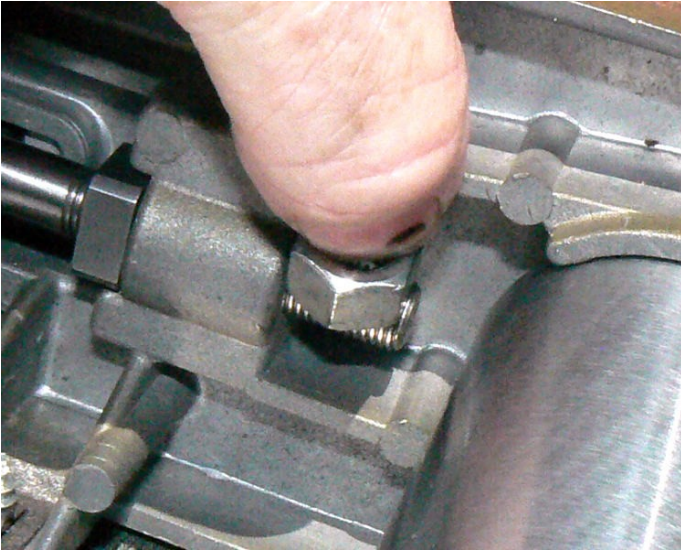


At this point I installed a belt and determined that the tracking screws needed to be closer to the rear(belt length will affect this) so I decided that 1/2" is NOT ENOUGH. So I changed it to slightly over 9/16". One of the 9/16" nuts will serve as a gauge this time. The tracking screw on the other side must be also changed.(accessible with the belt on)



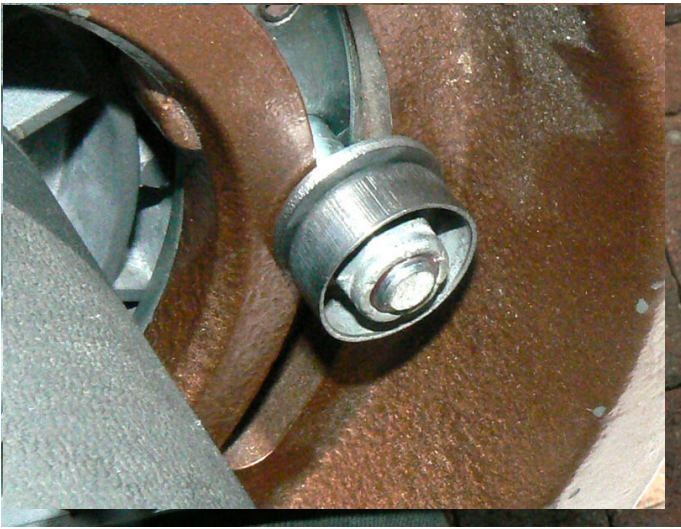
With that change, the belt **barely** slips onto the drums.



The Medallion is a press fit onto the tension release knob. This is the original medallion after recreating the domed shape(it **was** pushed inward).



Moving to the back, notice the double d shaped hole for the trunion stud. The stud has two opposing flats on the threaded portion that fit into that hole. The trunion lock nut(the round one with ss tool kit holes) screws onto the stud from the outside. The washer is between the locknut and the side casting.



On the inside a flat washer, a 'cup' and a nylock nut hold the stud. Tighten the lock nut to at least the top of the nylon. Snug the trunion lock nut to keep things from moving.



Some consider this a mystery bolt. I think it serves a more positive locking action than the 'normal' one.



It must be removed and moved as the trunion is moved back and forth between horizontal and vertical.





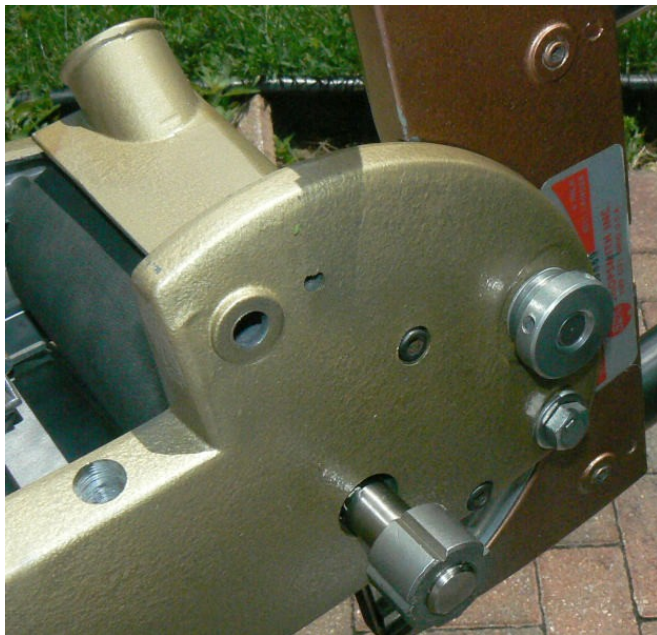
After final tightening the two carriage bolts(resist the temptation to mimic a gorilla here. Just tight will do.

The hole plugs merely press into the holes in the casting.

Now would be a good time to securely tighten the platen screws. Really get on these, but do not let the screwdriver slip/cam out.



The shaft cover also just pushes into the hole in the casting. It can be on either side.



Finally the dust chute attaches with two screws, the hub goes on the shaft, and the mounting tubes go into holes in the base casting.

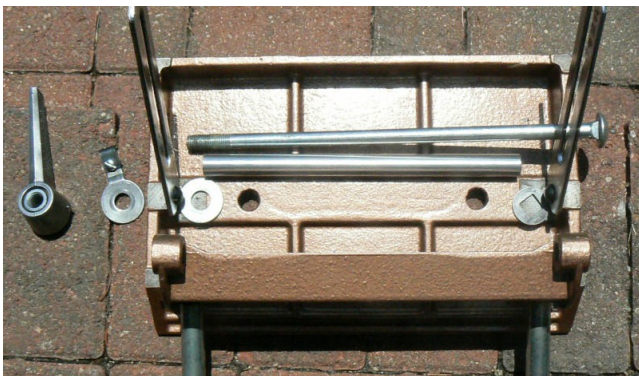
I was surprised that the drive drum was flat. I have to assume that SS Inc. started the flat drum since this was an early SS Inc. version.

It is possible however, that I 'flattened' it but I do not recall since I took this apart 2 yrs ago! How thick is the rubber? If too thin, then I did not!



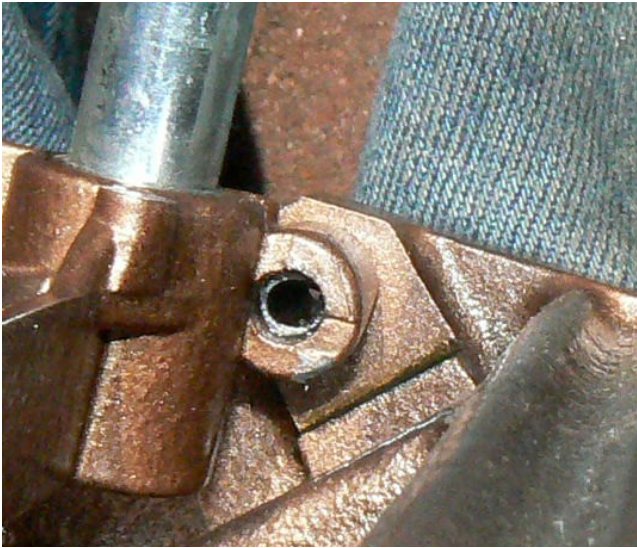


Table is reassembled, but here are the details.



The carriage bolt passes through the slot in the back brace(the table pivot), through a square holed washer, the separator tube, a washer, the other table pivot(the front brace), the washer with pointer, and finally the lever nut. Make sure the washer with indicator seats properly into the brace slot before tightening.

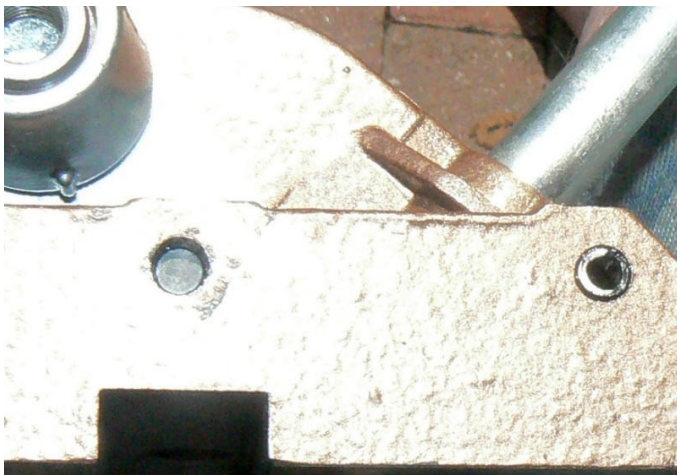




The tension pin that the table pivots on is best driven out from the inside as the holes in the table are larger (clearance so as to pivot) than the holes in the table support.



The stud that the slotted braces pivot on is ribbed and has a shoulder under the head. It is driven loose from the edge of the table and when put back, is driven until it bottoms out on the shoulder. Make sure the degree scale side of the braces face out (at least on the pointer side).



This shows the tension pin and stud from the edge of the table.