



AUTOMATIC LANE CONDITIONER.

LC100

**OPERATING, MAINTENANCE & PARTS
MANUAL**

CENTURY LC100
OPERATING, MAINTENANCE & PARTS
MANUAL

WARRANTY AND SERVICE POLICY

If any defects in material appear during the 12 months after installation, the defective part will be repaired or replaced at Century's option, without charge to the Customer for parts. The customer must assume all other costs in making the repair or replacement. With respect to micro switches, motors or other electrical components the warranty period shall be ninety days after the date of shipment instead of the one year provided for in the first paragraph of this warranty.

NORMAL MAINTENANCE PROCEDURES AND ADJUSTMENTS ARE THE RESPONSIBILITY OF THE CUSTOMER AND ARE NOT COVERED UNDER THE TERMS OF THIS WARRANTY.

Century reserves the right to change the design of any product, but assumes no responsibility to incorporate such design changes on products already sold.

The warranty applies only to new products and extends only to the original purchaser. Warranty shall not apply to any machine repaired or altered outside of our own factory authorized service station and/or distributor in any way or where parts have been installed in the machine other than Century approved parts, or where machine has been subject to misuse, negligence, accident or abuse. Century reserves the right to inspect and make the final decision on any claim under warranty which it deems questionable.

Under no circumstances shall the seller or manufacturer be liable for loss of profits or other direct or indirect costs, expenses, losses or damages arising out of defects in or failure of parts.

During the warranty period, parts which are faulty due to material or workmanship will be repaired or replaced free of charge only if the old part is properly identified and turned in for credit. A Century product trouble report should be completed and the completed form should accompany the returned part. A returned goods number must be obtained from Century International prior to returning any items. Identify the returned part by attaching a tag containing the part name and part number.

The above warranty is exclusive: **THERE ARE NO IMPLIED WARRANTIES, INCLUDING MERCHANTABILITY AND FITNESS FOR USE**, beyond those expressly made herein.

INDEX

	PAGE
SPECIFICATIONS	4
RECEIVING & HANDLING	5
MACHINE SAFETY	6
GENERAL	7
DEFINITION OF CONTROLS	8
FACTORY SETTINGS & PERFORMANCE	12
DESCRIPTION OF CYCLES AS FACTORY SET	13
OPERATION	27
MAINTENANCE	31
COMMON MACHINE ADJUSTMENTS	40
TROUBLE SHOOTING	50
WIRING DIAGRAMS	55
WIRING SCHEMATICS	60

SPECIFICATIONS

Electrical Current	115 Volts, 50/60 Cycle, 9 Amps
Weight -	170 Pounds
Dimensions -	Width - 54 Inches Height - 9¾ Inches Depth - 29 Inches
Dressing Tank Capacity -	18 oz. at 1/2" full
Main Power Fuse (left) -	15 Amp Slow Blow 10 Amp Slow Blow - Solid State
Drive Motor Fuse (right) -	6¼ Amp Slow Blow 4 Amp Slow Blow - Solid State
Duster Cloth -	

AMF 228-001-056

Perry-Austen 2B0846-04-70

Brunswick 52-860078-000

RECEIVING AND HANDLING

To prepare the Century LC100 for installation, the following must be done:

- Remove all tape and packing materials from the unit.
- Carefully inspect your Century LC100 to assure there has been no damage in shipment. In case of damage, be sure to contact the transporter of your unit.

MACHINE SAFETY

There are three main areas of concern when using lane maintenance materials in the Century LC100. These areas are Flammability, Toxicity, and Compatability.

Special care should be taken when filling the conditioner tank with dressing. The use of a funnel of appropriate size and material for the dressing being used is the proper way to fill the conditioner tank without spilling material into the machine. Special care should be taken to avoid spilling anything into or onto all electrical motors, solenoids, switches, and wiring.

Never:

- have cam box cover open during machine operation.
- operate machine with hood assembly open or removed.
- touch or modify wiring.
- use any extension cord in addition to the one provided with the machine.
- use flammable materials in the machine.
- use toxic materials in the machine.

When selecting a product for use as a lane dressing, the manufacturer or his representative should be contacted. They will provide information relative to that product's Flammability, Toxicity, and Compatability with the lane finish or surface and the lane cleaner intended for use.

Use of common sense and industry experience are key factors which one should utilize whenever operating the Century LC100 Lane Maintenance Machine. Operation of this machine should only be done by an individual who has at the very minimum been trained by a Century Authorized Distributor. This training is accomplished at the time of installation of the machine when new or by specific request of that distributor by the customer. Factory training is also available. Schools in the machine's use and operation are held periodically. It is the responsibility of the attendant to provide his or her own travel and lodging expenses. Anyone interested in attending should contact their local Century Distributor or contact Century International directly to make arrangements.

GENERAL

This manual has been prepared for use in familiarizing personnel with the installation, operation and maintenance of the Century 100 Lane Maintenance Machine.

IMPORTANT: Voltage should be tested to assure availability of 115 Volts on a 20 Amp circuit. Low voltage will not allow the machine to function properly.

The buffer motor is thermally protected. The gearhead drive motor is protected by a fuse which is the fuse on the right side of the dash. Before proceeding in this manual, the following nomenclatures must be understood in order to become familiar with the machine. These nomenclatures will be used throughout the manual so a full understanding is required.

Dash End - This is the control panel end of the machine, where the lights are visible as you face the machine. When the machine is placed on the lane, the dash is toward the approach.

Duster End - This is the end of the machine toward the pins when you are facing the dash.

Right Side - This is the side to the right of the dash, where the starter box is located.

Left Side - This is the side to the left of the dash.

Study FIGURES 1,2,3 or 4 until you know what each light, switch, dial and push button are called. They are found on the dash and right side of the machine. The decals on the machine read the same as this illustration.

DEFINITION OF CONTROLS

MODEL A AND MODEL B UP TO SERIAL #033250 SEE FIGURE 1

Left Fuse - This is the machine power fuse.

Red Light - This is the pilot light and indicates the machine is plugged in.

Cam Timer - This dial is the cam box timing control unit. The bottom pointer, green, is for oil application. The top pointer, black, is for distance of travel.

Pushbutton - This switch presaturates the oil buffer when depressed.

Green Light - This light indicates that dressing is being transferred from the dressing tank to the dressing buffer via the phenolic roller. This is termed "heavy" oiling.

Toggles - The toggle next to the green light is for cam controlled oil. The toggle next to the right fuse is for continuous oil.

Right Fuse - This is the drive motor fuse.

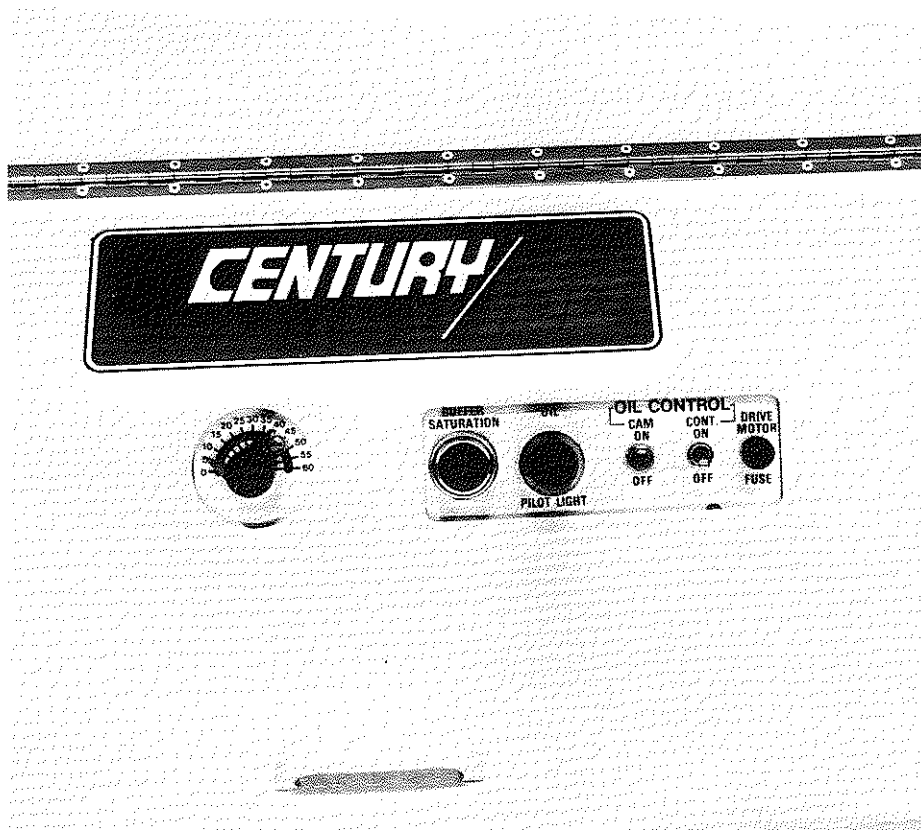


FIGURE 1



FIGURE 2

Left Fuse - This is the machine power fuse.

Red Light - This is the pilot light and indicates that there is power to the machine.

Cam Timer - This dial is the cam box timing control unit. The bottom pointer (green) is for oil application. The top pointer (black) is for distance of travel.

Green Pushbutton - This switch presaturates the oil buffer when depressed.

Green Light - This light indicates that dressing is being transferred from the dressing tank to the dressing buffer via the phenolic roller. This is termed "heavy" oiling.

Toggle Switch - This switch is used to control the direction(s) of oil application. The middle position of this switch is the OFF position and no oil will be applied. The upper position is for STANDARD oil application which is oil application during the forward run of the machine. The bottom position of this switch is for DOUBLE oil application which is oil application during the forward and reverse runs of the machine. The oil application distance is always the distance selected by the green pointer on the cam timer.

Manual Reverse Pushbutton - This switch will reverse the machine when depressed during a forward run cycle.



FIGURE 3

Power Fuse - This is the main power fuse. It is a 10 amp slow blow fuse.

Red Light - This is the pilot light and indicates that there is power to machine.

Drive Motor Fuse - This is the fuse that protects the drive motor. It is a 4 amp slow blow fuse.

Cam Timer - This dial is the cam box timing control unit. The bottom pointer (GREEN) is for oil application. The top pointer (BLACK) is for distance of travel.

Green Light - This light indicates that dressing is being transferred from the dressing tank to the dressing buffer via the dressing transfer roller. This is termed "heavy" oiling.

Dressing - This is the switch next to the GREEN light. The OFF position for this switch is in the center of the switch. When this switch is in the DOUBLE position, the Model D will dress the lane in both directions. When the switch is in the STANDARD position, the Model D will dress the lane in only one direction. That direction will be determined by the position of the OIL DIRECTION switch.

Oil Direction Switch - If the dressing switch is in the STANDARD position, the lane will be dressed in either the FORWARD or REVERSE direction depending upon the position of the OIL DIRECTION switch.

Short Run - This switch allows the operator to select a SHORT RUN of any distance on the lane surface. It is fully adjustable. The SHORT RUN switch must be OFF when not in use.

Manual Reverse - This button when depressed momentarily will reverse the direction of the machine from FORWARD to REVERSE.

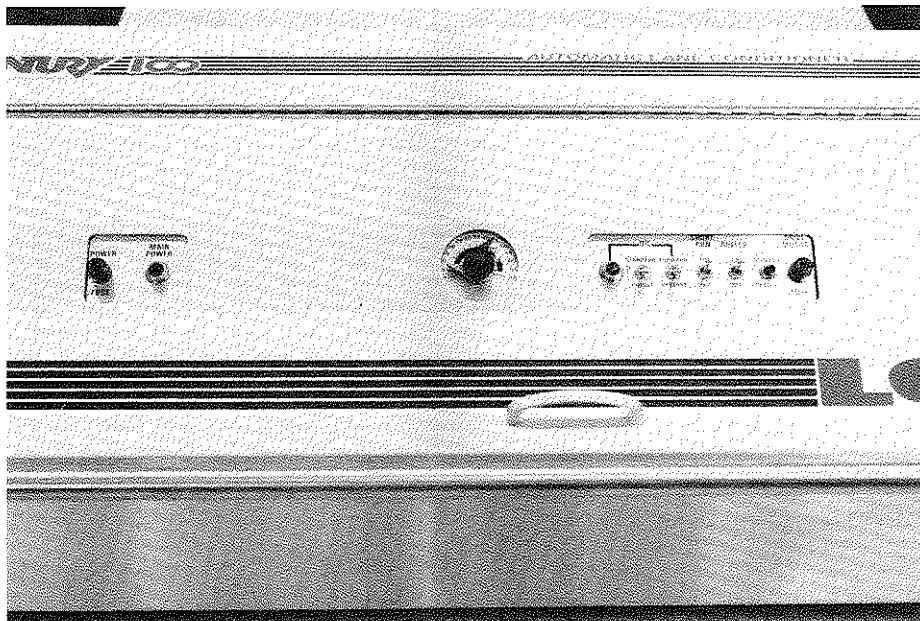


FIGURE 4

FACTORY SETTINGS AND PERFORMANCE

The Century LC100 Lane Maintenance Machine is tested and set at the factory to function as follows:

- 1) Apply 1/8 ounce of dressing per lane.
- 2) Dress from the foul line to 15 feet from the foul line.
- 3) Travel to a distance of 45 feet from the foul line.
- 4) Return to the foul line and automatically shut off.
- 5) The duster cloth is in constant contact with the lane surface during the complete operation of the cycle and advances approximately 1-3/16 inches per lane.
- 6) The red light comes ON as soon as the machine is plugged in.

DESCRIPTION OF CYCLES AS FACTORY SET

MODEL A AND MODEL B UP TO SERIAL #033250

STANDARD RUN - The toggle switch next to the green light (cam oil switch) turned to ON. The toggle switch next to the drive motor fuse (continuous oil switch) turned to OFF. The GREEN pointer on the cam box control unit is set to 15 on the dash scale. The BLACK pointer is set to 45 on the dash scale. The GREEN pointer starting position indicates the distance of the lane to be heavily dressed. The starting position of the BLACK pointer indicates the total distance of the lane that the machine will travel. When the start button is depressed, the buffer motor starts and the green light comes ON. The green light being ON indicates that dressing is being transferred from the oil tank to the lane via the phenolic roller and the dressing buffer. At 15 feet from the foul line, the green light goes OFF indicating that dressing transfer has stopped. The buffer continues to run and as the machine travels down the lane, the buffer tapers the remaining amount of dressing in the buffer onto the remainder of the lane up to maximum selected travel distance. For a factory set standard run, the Century LC100 will travel a total distance of 45 feet from the foul line where it will reverse itself and return to the foul line. SEE FIGURE 5.

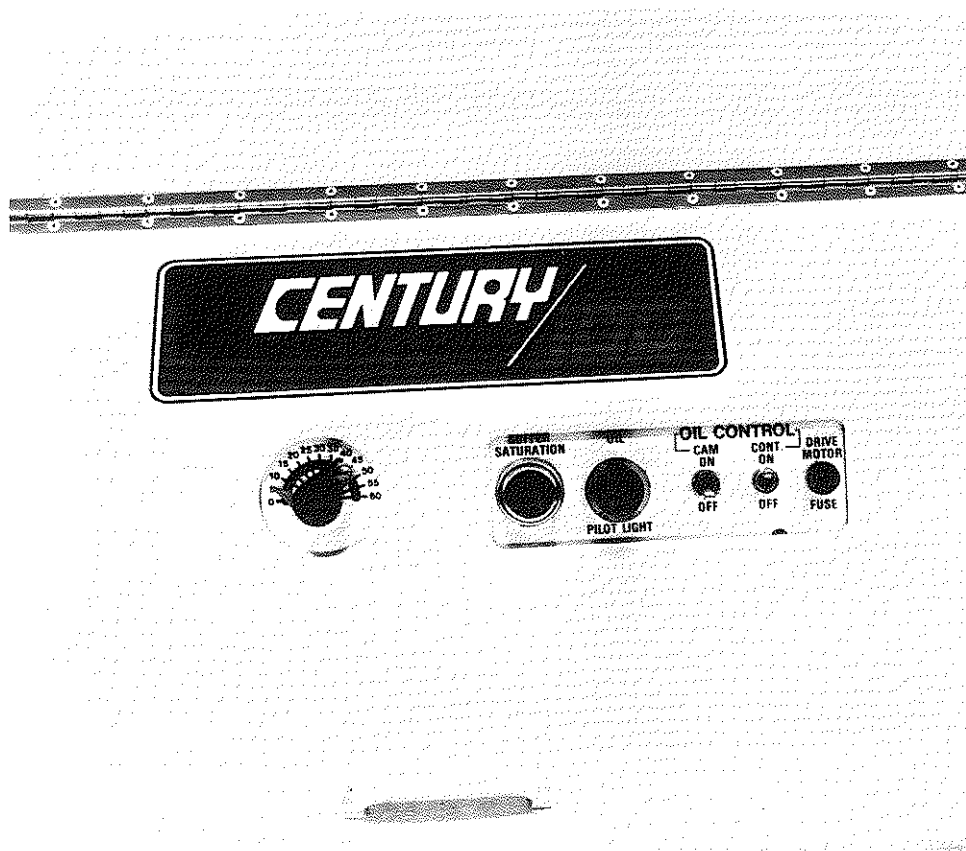
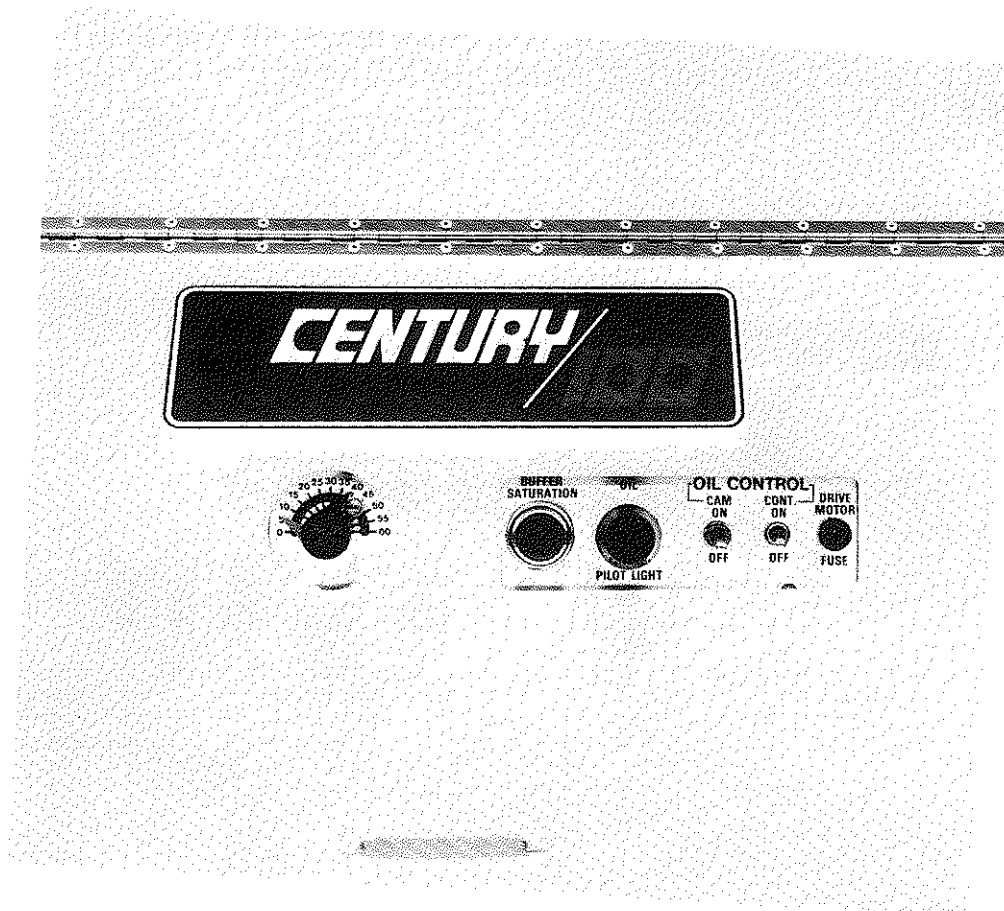


FIGURE 5

CONTINUOUS DRESSING - The toggle switch next to the right fuse turned to ON. The toggle switch next to the green light turned to OFF. Set the BLACK pointer on the cam box timing control unit to 45. The GREEN pointer setting has no effect on this cycle because the CONTINUOUS OIL switch overrules the cam box setting of the GREEN pointer. When the start button is depressed, the buffer motor starts and the green light comes ON. The starting position of the BLACK pointer indicates the total distance of the lane that the machine will travel. It also indicates the total distance of the lane to be dressed since the CONTINUOUS OIL cycle has been elected which means that the lane will be dressed for the entire distance of machine travel during the forward and reverse run of the machine. The green light being ON indicates that dressing is being transferred from the oil tank to the lane via the phenolic roller and the dressing buffer. The buffer and green light stay ON as the machine travels to a distance of 45 feet from the foul line where it stops, pauses, reverses, returns to the foul line and automatically shuts OFF. SEE FIGURE V 6.



NO DRESSING - Turn both toggle switches to OFF and set the BLACK pointer on the cam box timing control unit to 45. When the start button is depressed, the buffer motor will start and the machine starts down the lane. The buffer continues to run as the machine travels down the lane to a distance of 45 feet from the foul line where it stops, pauses, reverses and returns to the foul line where it automatically shuts off. The green light does not come ON during this cycle which means that no lane dressing is removed from the oil tank assembly. The buffer simply buffs the existing lane dressing on the lane. SEE FIGURE 7.

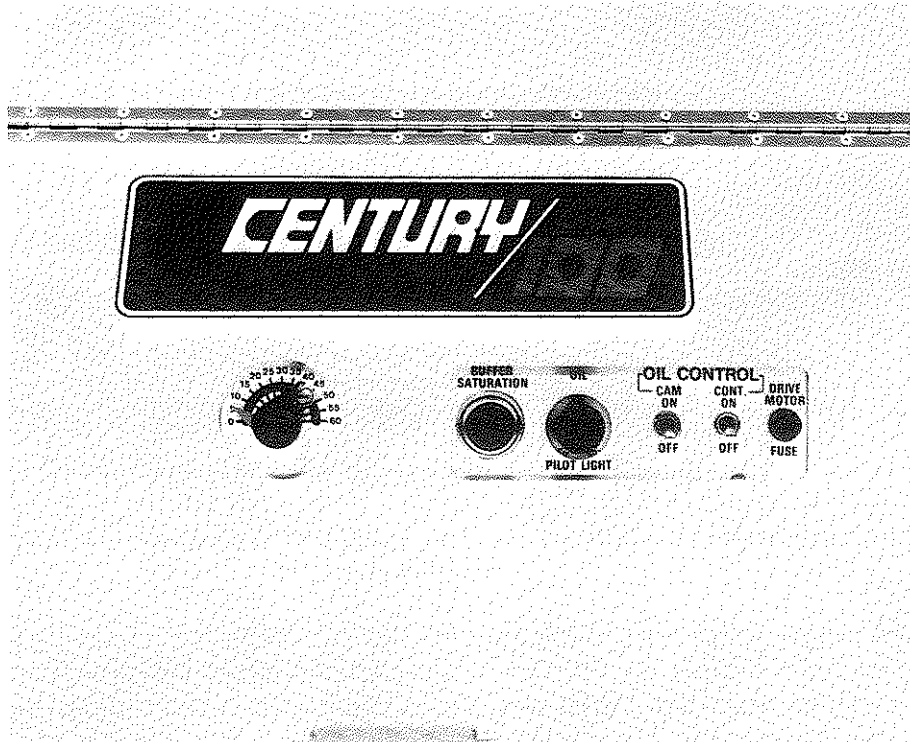


FIGURE 7

SATURATION - IMPORTANT: BEFORE THIS CYCLE CAN BE PERFORMED, THE MACHINE MUST BE ROLLED ONTO THE APPROACH SO THAT ONLY THE TWO DASH END CASTERS ARE ON THE APPROACH. THIS MUST BE DONE SO AS TO RAISE THE DRIVE WHEELS OFF THE LANE SO THAT THE MACHINE WILL NOT TRAVEL. SEE FIGURE 8.

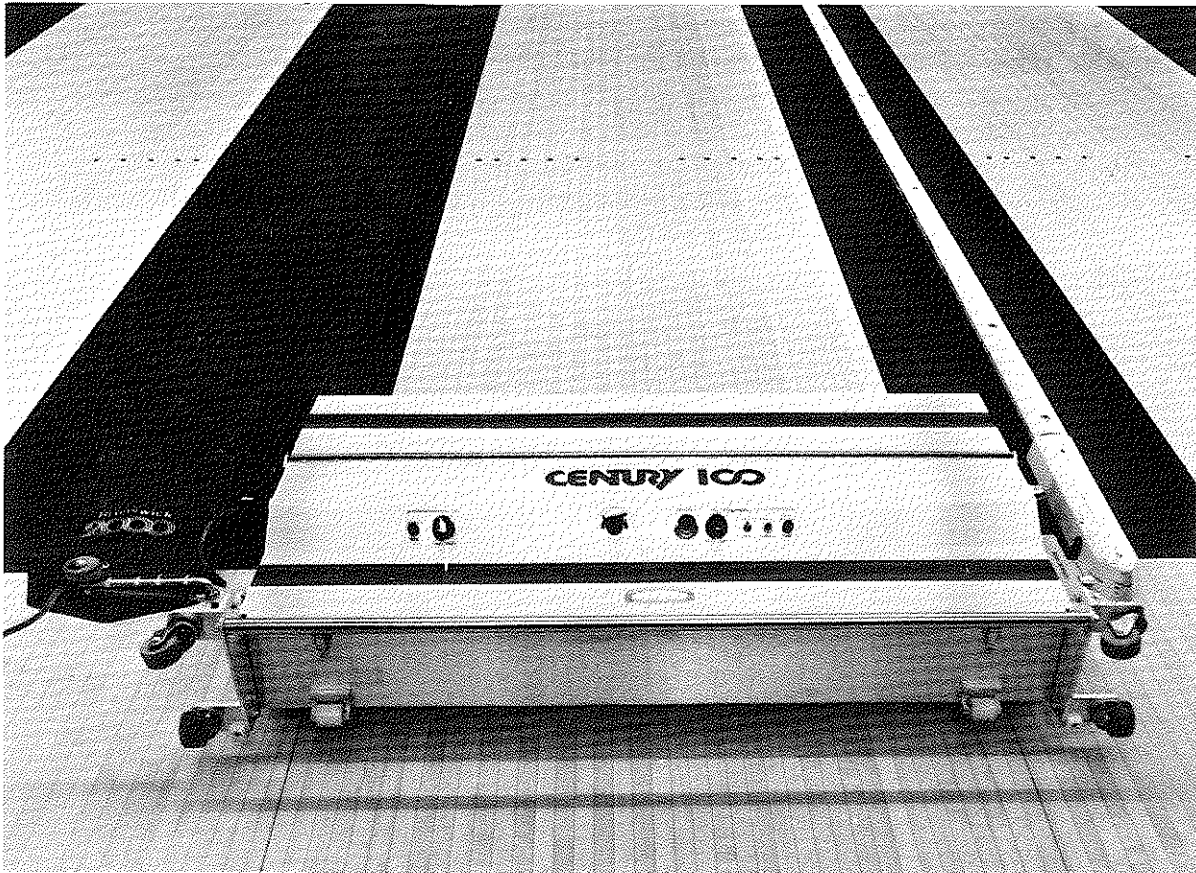


FIGURE 8

Turn the toggle switch next to the right fuse to **CONTINUOUS**. Turn the toggle switch next to the green light to **OFF**. Push and hold down the saturation button. This switch bypasses the starter box. When this switch is depressed, dressing will be transferred from the dressing tank to the dressing buffer and the green light will come **ON**. Continue holding the button down until the black pointer on the cam box timing control unit reaches zero. When it reaches zero, release the saturation button and manually turn the **BLACK** distance pointer back to its starting point. The cycle can now be repeated as above.

Usually, approximately ten cycles will provide satisfactory saturation of a new buffer tube. One cycle should be sufficient for daily saturation of the buffer tube cover.

After you have finished saturating the buffer tube, reset the distance pointer to its normal starting position. Also, make sure that the **GREEN** oil distance pointer is in its normal starting position. Place the machine on the lane in its normal operating position, set it for the cycle that you wish to run and depress the start button.

MODEL B SERIAL #033251 AND UP

STANDARD RUN - The toggle switch next to the green light turned to ON. The toggle switch next to the drive motor fuse turned to CAM. The GREEN pointer on the cam box timing control unit is set to 15 on the dash scale. The BLACK pointer is set to 45 on the dash scale. The GREEN pointer starting position indicates the distance of the lane to be heavily dressed. The starting position of the BLACK pointer indicates the total distance on the lane that the machine will travel. When the start button is depressed, the buffer motor starts and the green light comes ON. The green light being ON indicates that dressing is being transferred from the oil tank to the lane via the phenolic roller and the dressing buffer. At fifteen feet from the foul line, the green light goes OFF indicating that dressing transfer has stopped. The buffer continues to run and as the machine travels down the lane, the buffer tapers the remaining amount of dressing on the buffer tube onto the remainder of the lane up to the maximum selected travel distance. For a factory standard run, the Century LC100 will travel a total distance of 45 feet from the foul line where it will reverse itself and return to the foul line. SEE FIGURE 9.

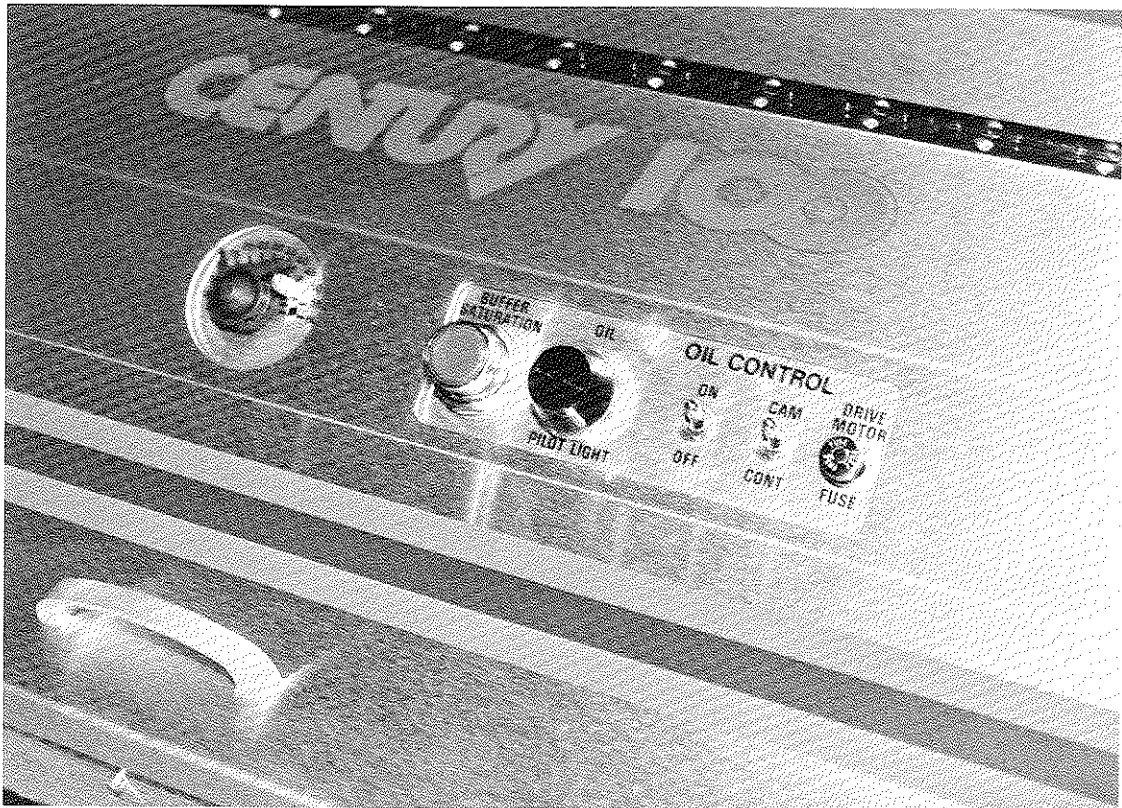


FIGURE 9

CONTINUOUS DRESSING - The toggle switch next to the green light turned to ON. The toggle switch next to the drive motor fuse turned to CONTINUOUS. Set the BLACK pointer on the cam box timing control unit to 45. The GREEN pointer setting has no effect on this cycle because the CONTINUOUS position of the oil control switch overrules the setting of the GREEN pointer in the cam box. When the start button is depressed, the buffer motor starts and the green light comes ON. The starting position of the BLACK pointer indicates the total distance of the lane that the machine will travel. It also indicates the total distance of the lane to be dressed since the CONTINUOUS OIL cycle has been elected which means that the lane will be dressed for the entire distance of machine travel during the forward and reverse run of the machine. The GREEN light being ON indicates that dressing is being transferred from the oil tank to the lane via the phenolic roller and the dressing buffer. The buffer and green light stay ON as the machine travels to a distance of 45 feet from the foul line where it stops, pauses, reverses, returns to the foul line and automatically shuts off. SEE FIGURE 10.



FIGURE 10

NO DRESSING - Turn the toggle switch to the right of the green light to OFF. The position of the oil control switch (either CAM or CONTINUOUS) does not matter since the oil has been turned OFF. When the start button is depressed, the buffer motor will start and the machine will start down the lane. The buffer continues to run as the machine travels down the lane to a distance of 45 feet from the foul line where it stops, pauses, reverses and returns to the foul line

where it automatically shuts off. The green light does not come on during this cycle which means that no lane dressing is removed from the oil tank assembly. The buffer simply buffs the existing lane dressing on the lane. SEE FIGURE 11.



FIGURE 11

SATURATION - IMPORTANT: BEFORE THIS CYCLE CAN BE PERFORMED, THE MACHINE MUST BE ROLLED ONTO THE APPROACH SO THAT ONLY THE TWO DASH END CASTERS ARE ON THE APPROACH. THIS MUST BE DONE SO AS TO RAISE THE DRIVE WHEELS OFF THE LANE SO THAT THE MACHINE WILL NOT TRAVEL. SEE FIGURE 12.

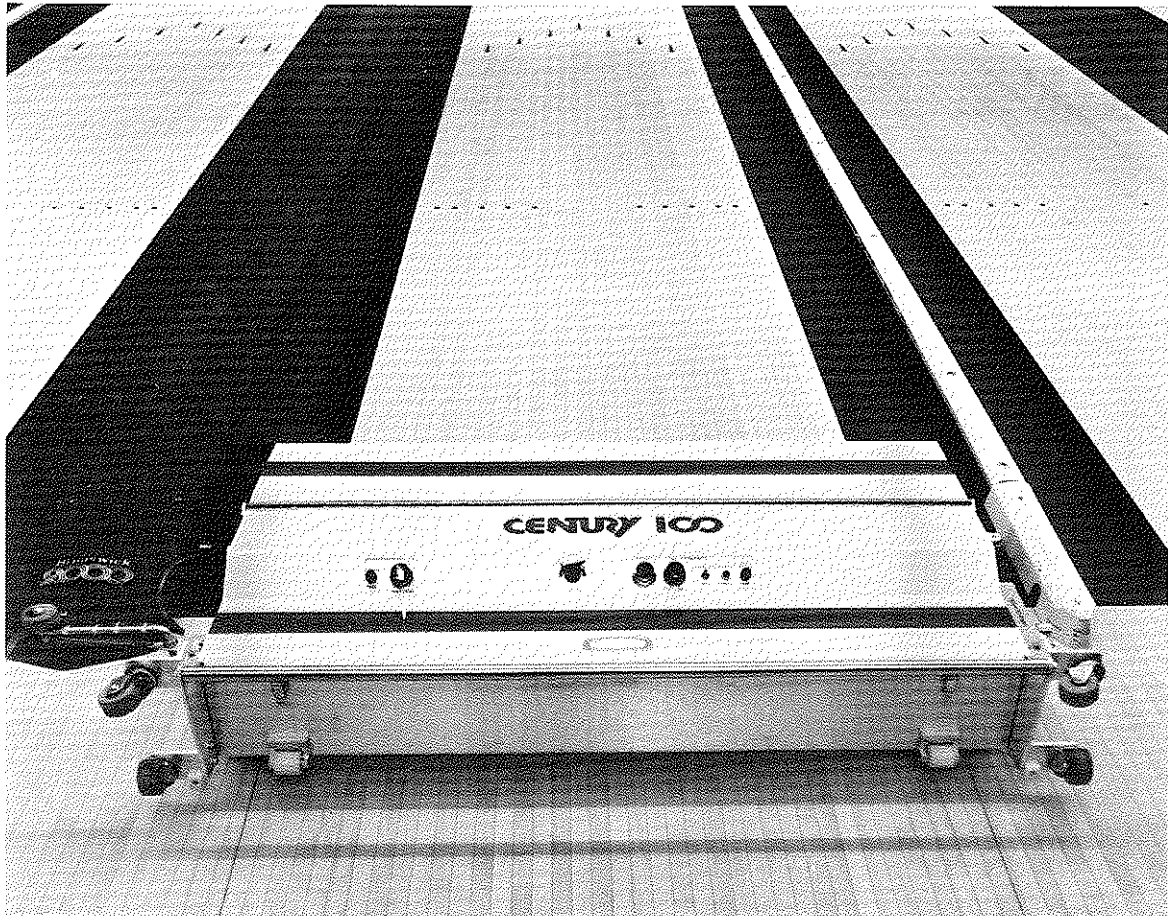


FIGURE 12

Turn the toggle switch next to the green light to ON. Turn the toggle switch next to the drive motor fuse to CONTINUOUS. Push and hold down the saturation button. This switch bypasses the starter box. When this switch is depressed, dressing will be transferred from the dressing tank to the dressing buffer and the green light will come ON. Continue holding the button down until the black pointer on the cam box timing control unit reaches zero. When it reaches zero, release the green saturation button and manually turn the BLACK distance pointer back to its starting point. The cycle can now be repeated as above.

Usually, approximately ten cycles will provide satisfactory saturation of a new buffer tube. One cycle should be sufficient for daily saturation of the buffer tube cover.

After you have finished saturating the buffer tube, reset the distance pointer to its normal starting position. Also, make sure that the green oil distance pointer is in its normal starting position. Place the machine on the lane in its normal operating position, set it for the cycle that you wish to run and depress the start button.

MODEL C

STANDARD RUN - The toggle switch next to the green light (oil control toggle switch) turned to **STANDARD**. The **GREEN** pointer on the cam box timing control unit is set to 15 on the dash scale. The **BLACK** pointer is set to 45 on the dash scale. The **GREEN** pointer starting position indicates the distance of the lane to be heavily dressed. The starting position of the **BLACK** pointer indicates the total distance of the lane that the machine will travel. When the start button is depressed, the buffer motor starts and the **GREEN** light comes ON. The **GREEN** light being ON indicates that dressing is being transferred from the oil tank to the lane via the phenolic roller and the dressing buffer. At fifteen feet from the foul line, the green light goes OFF indicating that dressing transfer has stopped. The buffer continues to run and as the machine travels down the lane, the buffer tapers the remaining amount of dressing in the buffer onto the remainder of the lane up to the maximum selected travel distance. For a factory set run the Century LC100 will travel a total distance of 45 feet from the foul line where it will reverse itself and returns to the foul line. SEE FIGURE 13.



FIGURE 13

DOUBLE DRESSING - The toggle switch next to the GREEN light (oil control toggle switch) turned to **DOUBLE**. The GREEN pointer on the cam box timing control unit is set to 15 on the dash scale. The GREEN pointer starting position indicates the distance of the lane to be heavily dressed. The starting position of the **BLACK** pointer indicates the total distance of the lane that the machine will travel. When the start button is depressed, the buffer motor starts and the GREEN light comes ON. The GREEN light being ON indicates that dressing is being transferred from the oil tank to the lane via the phenolic roller and the dressing buffer. At fifteen feet from the foul line, the GREEN light goes OFF indicating that dressing transfer has stopped. The buffer continues to run and as the machine travels down the lane, the buffer tapers the remaining amount of dressing in the buffer onto the remainder of the lane up to the maximum selected travel distance. For a factory set run, the Century 100 will travel a total distance of 45 feet from the foul line where it will reverse itself and begin to travel back toward the foul line. During the reverse travel at a distance of 15 feet from the foul line the GREEN light will again come ON indicating that the Century 100 is double oiling the selected head area of the lane. When the machine returns to the foul line it will automatically shut itself OFF. SEE FIGURE 14.



FIGURE 14

NO DRESSING - The OIL CONTROL TOGGLE SWITCH next to the GREEN light should be turned to the middle or OFF position. When the start button is depressed, the buffer motor starts and the machine travels down the lane to a distance of 45 feet from the foul line. The buffer continues to run as the machine travels down the lane. At a distance of 45 feet from the foul line the machine stops, pauses, reverses and returns to the foul line where it automatically shuts OFF. The GREEN light does not come on this cycle, which means that no lane dressing is removed from the oil tank assembly. The buffer simply buffs the existing lane dressing on the lane. SEE FIGURE 15.



FIGURE 15

SATURATION - IMPORTANT: BEFORE THIS CYCLE CAN BE PERFORMED, THE MACHINE MUST BE ROLLED ONTO THE APPROACH SO THAT ONLY THE TWO DASH END CASTERS ARE ON THE APPROACH. THIS MUST BE DONE SO AS TO RAISE THE DRIVE WHEELS OFF THE LANE SO THAT THE MACHINE WILL NOT TRAVEL. SEE FIGURE 16.

Turn the OIL CONTROL TOGGLE SWITCH to STANDARD. Push and hold down the GREEN saturation button. This switch bypasses the starter box. When this switch is depressed, dressing will be transferred from the dressing tank to the dressing buffer and the GREEN light will come ON. Continue holding the saturation button down until the GREEN pointer on the cam box timing control unit reaches zero. When it reaches zero, release the saturation button and manually turn the BLACK distance pointer back to its starting point. The GREEN pointer will follow the BLACK pointer back to its starting point. The cycle can now be repeated as above.

Usually, approximately ten cycles will provide satisfactory saturation of a new buffer tube. Two cycles should be sufficient for daily saturation of the buffer tube cover.

After you have finished saturating the buffer tube, reset the distance pointer to its normal starting position. Also, make sure that the GREEN oil distance pointer is in its normal operating position. Place the machine on the lane in its normal operating position, set it for the cycle that you wish to run and depress the start button.

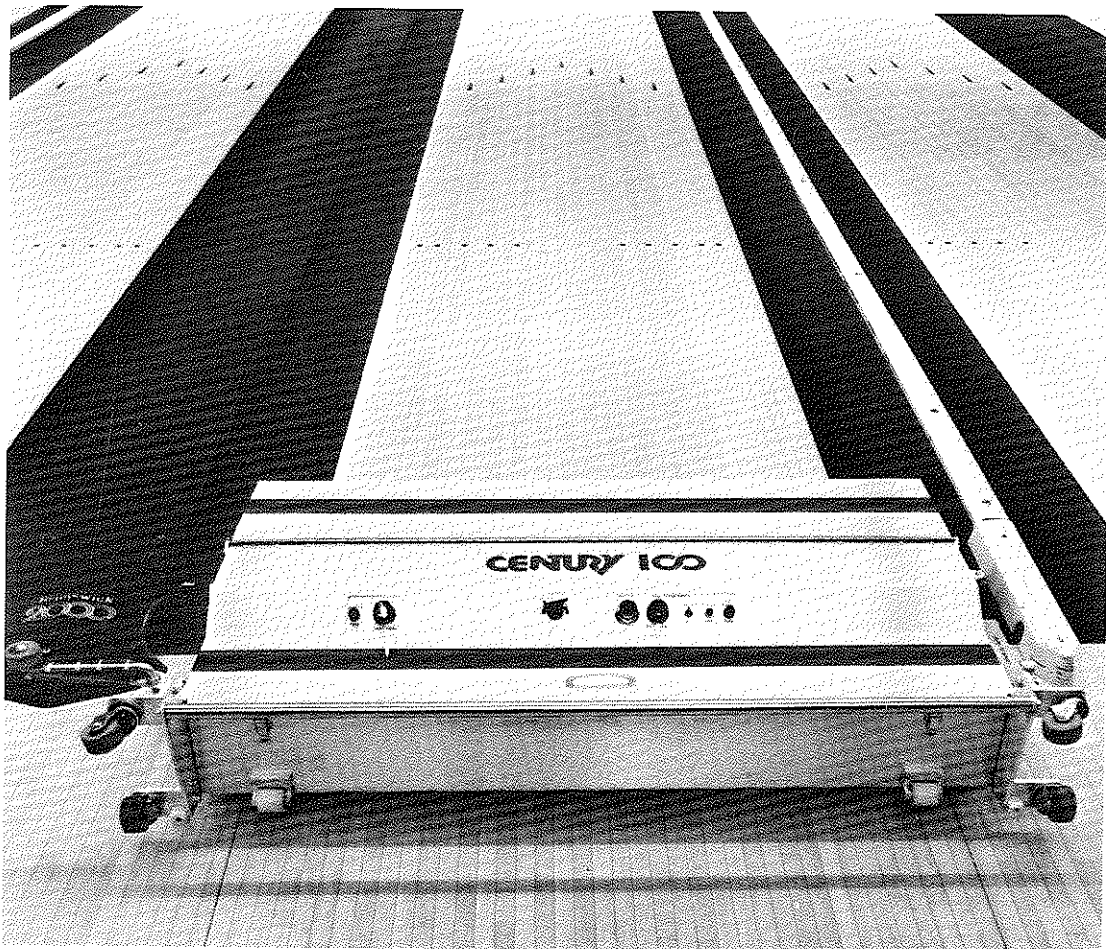


FIGURE 16

MODEL D

STANDARD RUN - The **SHORT RUN** switch should be turned **OFF** for this run. The dressing switch should be turned to **STANDARD** for one direction of oil. The **OIL DIRECTION SWITCH** should be turned to either **FORWARD** for forward oil only or **REVERSE** for reverse oil only. The dressing switch should be turned to **DOUBLE** for oiling in both directions. The **GREEN** pointer on the cam box timing control unit is set to the distance of the lane to be heavily dressed. The starting position of the **BLACK** pointer indicates the total distance of the lane that the machine will travel. When the start button is depressed, the buffer motor starts and the **GREEN** light comes **ON**. The **GREEN** light being **ON** indicates that dressing is being transferred from the oil tank to the lane via the dressing transfer roller and dressing buffer. At the selected distance from the foul line, the **GREEN** light goes **OFF** indicating that dressing transfer has stopped. The buffer continues to run and as the machine travels down the lane, the buffer tapers the remaining amount of dressing left in the buffer on to the remainder of the lane up to the selected travel distance. SEE **FIGURE 17**.

SHORT RUN - This run is selected when less than the normal full distance of the lane is to be conditioned. The **SHORT RUN** switch should be turned **ON** for this run. As with the **STANDARD** run, the **OIL DIRECTION** switch and **DRESSING** switch should be turned to the desired positions. The **SHORT RUN** cycle will operate as the **STANDARD** cycle above except that the machine travel distance will be reduced according to the distance set for the **SHORT RUN** cam in the cam box. SEE **FIGURE 17**.

SATURATION CYCLE - To saturate the buffer tube cover, place the Model D LC100 in the saturation position on the approach. The Model D LC100 must be moved far enough on to the approach so that the drive wheels will not contact the lane or the approach. **TURN THE DRESSING BUFFER SWITCH OFF**. Be sure that the oil option switches are switched to allow the Model D LC100 to apply dressing from the oil tank to the dressing transfer roller. Press the **START** button and the drive shaft will turn the dressing transfer roller which will turn the buffer tube assembly at a very slow speed. Since the **GREEN LIGHT IS ON**, dressing will be transferred from the dressing tank felt to the dressing transfer roller to the buffer tube cover. In this way the buffer tube cover will get an initial supply of dressing. The number of saturation cycles must be determined by the operator. The purpose of the saturation cycle is to get the dressing buffer normally oily so that the lanes can be dressed consistently. Typically two saturation cycles will be most common. In the case of a brand new buffer tube cover being used, as many as ten saturation cycles may be necessary. SEE **FIGURE 18**.

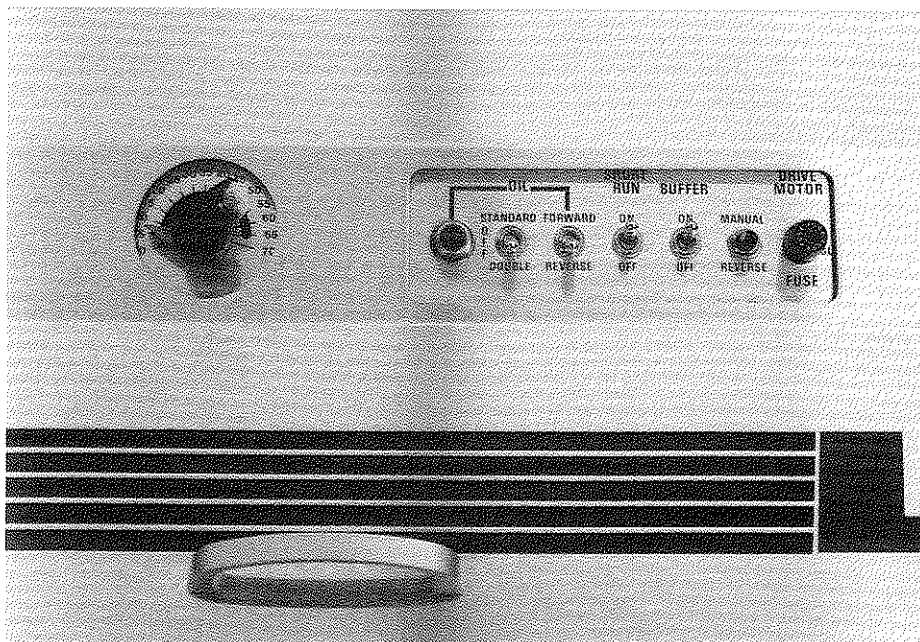


FIGURE 17

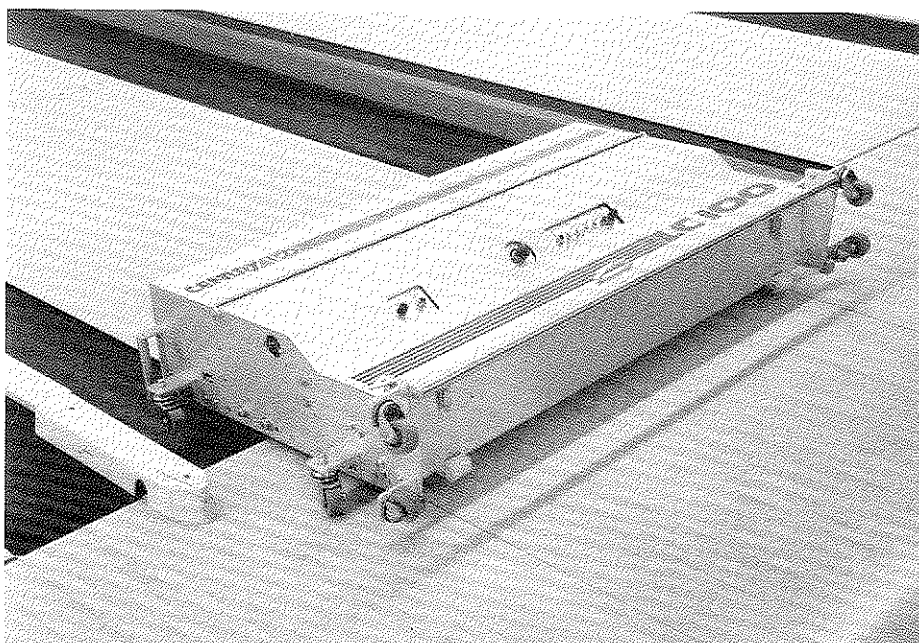


FIGURE 18

OPERATION

Fill dressing tank with 1/2 inch of dressing. DO NOT OVERFILL OR SPILLAGE WILL OCCUR. Use a funnel with 400 mesh screen to prevent dirt or other foreign substances from entering the dressing tank.

Place the machine on the lane making sure that the guide wheels straddle the lane and that the approach "dots" are just hidden by the dash end of the machine.

Check the circuit to be used for proper voltage, 115 volts on a 20 amp rated circuit.

Insert the power card into the wall receptacle and into the machine.

Set the machine for the cycle that you wish to run and push the start button.

THE SETTINGS AND PURPOSES OF THE DIFFERENT CYCLES OF THE CENTURY 100 LANE MAINTENANCE MACHINE ARE LISTED BELOW:

MODEL A AND MODEL B UP TO SERIAL #033250.

STANDARD RUN CYCLE - This cycle is used to maintain that section of the lane that is dressed. To perform this cycle, turn the toggle switch next to the green light to CAM. Turn the toggle switch next to the drive motor fuse to OFF. Push the start button.

CONTINUOUS RUN CYCLE - This cycle is used to dress the lane both during the entire forward and entire reverse travel of the machine. To perform this cycle, turn toggle switch next to the green light to OFF and turn the toggle switch next to the drive motor fuse to CONTINUOUS. Push the start button.

NO DRESSING CYCLE - This cycle is used to buff the dressing that is on the lane without adding additional dressing. To perform this cycle, turn the toggle switch next to the green light to OFF and turn the toggle switch next to the drive motor fuse to OFF. Push the start button.

SATURATION CYCLE - NOTE: REMEMBER, THE MACHINE MUST BE MOVED ONTO THE APPROACH AS DESCRIBED UNDER SATURATION IN THE DESCRIPTION OF CYCLES AS FACTORY SET SECTION OF THIS MANUAL BEFORE THIS CYCLE CAN BE PERFORMED.

This cycle is only used for saturating dry buffer tubes after they have been cleaned or new buffer tubes after they have been installed. To perform this cycle turn the toggle switch next to the green light to OFF. Turn the toggle switch next to the drive motor fuse to CONTINUOUS. Depress the green saturation pushbutton switch and hold it in until the black distance pointer passes zero on the dash scale. Turn the black pointer back to its starting position and repeat the cycle as needed.

MODEL B SERIAL #033251 AND UP

STANDARD RUN CYCLE - This cycle is used to maintain that section of the lane that is dressed. To perform this cycle, turn toggle switch next to the green light to ON and turn the toggle switch next to the drive motor fuse to CAM. Push the start button.

CONTINUOUS RUN CYCLE - This cycle is used to dress the lane both during the entire forward and entire reverse travel of the machine. To perform this cycle, turn the toggle switch next to the green light to ON and turn the toggle switch next to the drive motor fuse to CONTINUOUS. Push the start button.

NO DRESSING CYCLE - This cycle is used to buff the lane dressing that is on the lane without adding additional dressing. To perform this cycle, turn the toggle switch next to the green light to OFF. The position of the toggle switch next to the drive motor fuse does not matter since the oil system has been turned OFF. Push the start button.

SATURATION CYCLE - NOTE: REMEMBER, THE MACHINE MUST BE MOVED ONTO THE APPROACH AS DESCRIBED UNDER SATURATION IN THE DESCRIPTION OF CYCLES AS FACTORY SET SECTION OF THIS MANUAL BEFORE THIS CYCLE CAN BE PERFORMED.

This cycle is only used for saturating dry buffer tubes after they have been cleaned or new buffer tubes after they have been installed. To perform this cycle, turn the toggle switch next to the green light to ON. Turn the toggle switch next to the drive motor fuse to CONTINUOUS. Depress the green saturation pushbutton and hold it in until the black distance pointer passes zero on the dash scale. Turn the pointer back to its starting position and repeat the cycle as needed.

MODEL C

STANDARD RUN CYCLE - This cycle is used to maintain that section of the lane that is dressed. To perform this cycle, turn the toggle switch next to the green light to STANDARD. Push the start button.

DOUBLE RUN CYCLE - This cycle is used to double oil that section of the lane selected for heavy oiling. To perform this cycle, turn the toggle switch next to the green light to **DOUBLE**. Push start button.

NO DRESSING CYCLE - This cycle is used to buff the lane dressing that is already on the lane without adding additional dressing. To perform this cycle, turn the toggle switch next to the green light to **OFF**. Push the start button.

SATURATION CYCLE - NOTE: REMEMBER, THE MACHINE MUST BE MOVED ONTO THE APPROACH AS DESCRIBED UNDER SATURATION IN THE DESCRIPTION OF CYCLES AS FACTORY SET SECTION OF THIS MANUAL BEFORE THIS CYCLE CAN BE PERFORMED.

This cycle is only used for saturating dry buffer tubes after they have been cleaned or new buffer tubes after they have been installed. To perform this cycle, turn the toggle switch next to the green light to **STANDARD**. Depress the green saturation pushbutton switch and hold it in until the green distance pointer passes zero on the dash scale. Turn the black distance pointer back to its starting position and repeat the cycle as needed.

MODEL D

STANDARD RUN DISTANCE FORWARD OIL - This cycle is used to maintain that section of the lane that is dressed. "Heavy" oil will be applied to the distance selected by the starting position of the green knob during the forward travel of the LC100 and the LC100 will buff to the distance selected by the starting position of the black knob. The **SHORT RUN** switch must be **OFF**. The dressing switch should be turned to **STANDARD** and the **OIL DISTRIBUTION SWITCH** turned to **FORWARD**. The **BUFFER** switch should be turned **ON**. Push the **START BUTTON**.

STANDARD RUN DISTANCE REVERSE OIL - This cycle is used to maintain that section of the lane that is dressed. "Heavy" oil will be applied to the distance selected by the starting position of the green knob during the reverse travel of the LC100. The LC100 will buff to the distance selected by the starting position of the black knob. The **SHORT RUN** switch must be **OFF**. The dressing switch should be turned to **STANDARD** and the **OIL DIRECTION SWITCH** turned to **REVERSE**. The **BUFFER** switch should be turned **ON**. Push the **START BUTTON**.

STANDARD RUN DISTANCE DOUBLE OIL - This cycle is used to maintain that section of the lane that is dressed. "Heavy" oil will be applied to the distance selected by the starting position of the green knob during **BOTH** the forward and reverse travel of the LC100. The LC100 will buff the distance selected by the starting position of the black knob. The **SHORT RUN** switch must be turned **OFF**. The dressing switch should be turned to **DOUBLE**. The position of the **OIL DIRECTION SWITCH** does not matter when the **DRESSING** switch is turned to **DOUBLE**. The buffer switch should be turned **ON**. Push the start button.

SHORT RUN DISTANCE - This cycle is used as the above cycles but the travel distance of the LC100 Model D will only be the distance selected by the short run cam adjustment. The **SHORT RUN** switch must be turned **ON** for this cycle. The oil switches should be positioned as per the cycles above.

NO DRESSING CYCLE - This cycle is used to buff the lane dressing that is already on the lane without adding additional dressing. To perform this cycle, turn the DRESSING switch OFF. Depending on the distance of travel of the LC100 Model D desired, the SHORT RUN switch should be either ON or OFF.

SATURATION CYCLE - NOTE: REMEMBER, THE MACHINE MUST BE MOVED ON TO THE APPROACH AS DESCRIBED UNDER SATURATION IN THE DESCRIPTION OF CYCLES AS FACTORY SET SECTION OF THIS MANUAL BEFORE THIS CYCLE CAN BE PERFORMED.

This cycle is only used for saturating dry buffer tubes after they have been cleaned or new buffer tubes after they have been installed. To perform this cycle, turn the DRESSING switch to STANDARD and the OIL DIRECTION SWITCH to FORWARD. Turn the BUFFER switch OFF. Press the START BUTTON. When the GREEN LIGHT goes OFF, turn the BLACK DISTANCE pointer back to its starting position and repeat the cycle as needed.

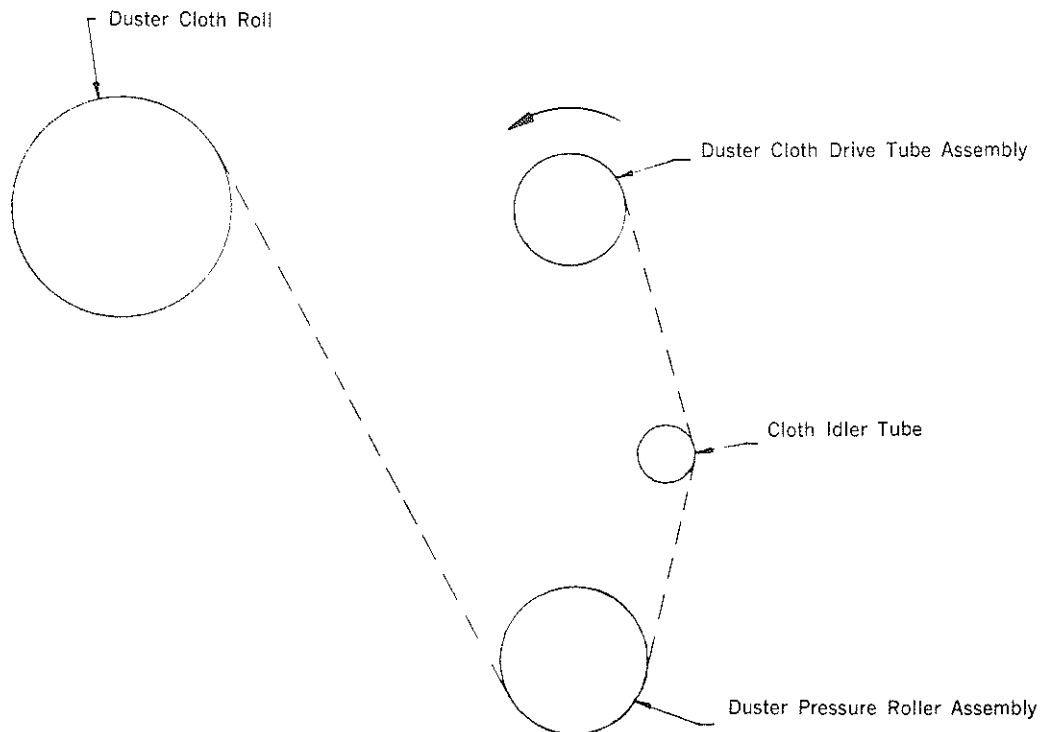
It should be further noted that the operation of the cam box is a transmission of power from the drive train of the machine. The movement of the cams in the cam box will take place whenever there is movement of the drive shaft in either forward or reverse motion. Therefore, if the power cord gets caught or if the machine is not properly centered on the lane or if the machine gets fixed to a position where the drive train operates but the machine cannot move, then it is possible that the timing will be off. Should any of these things occur, follow these steps:

- 1) At the foul line, if the machine was not properly positioned on the lane, move the spring loaded shut-off arm forward shutting OFF the machine and turn the cam pointer clock-wise to the stop and restart the machine after pulling it back to the foul line.
- 2) If for any reason the machine is stopped after it has traveled to a position beyond the foul line, shut it completely OFF by moving the shut-off arm forward.
- 3) Make an accurate estimate of the distance traveled.
- 4) Subtract this distance from the starting cam timer number and manually turn the black cam timer pointer to that number. This will give you the approximate timing for the rest of the lane. That is, if the machine is stopped at say the middle of the lane, which would be about 30 feet of travel, and the starting cam timer was 45, you would set the black cam timer pointer to 15 and push the start button. This method of retiming is always the same.
- 5) When the machine returns to the foul line and shuts off, turn the black cam timer pointer clock-wise until it stops, which is your starting cam timer number.

MAINTENANCE

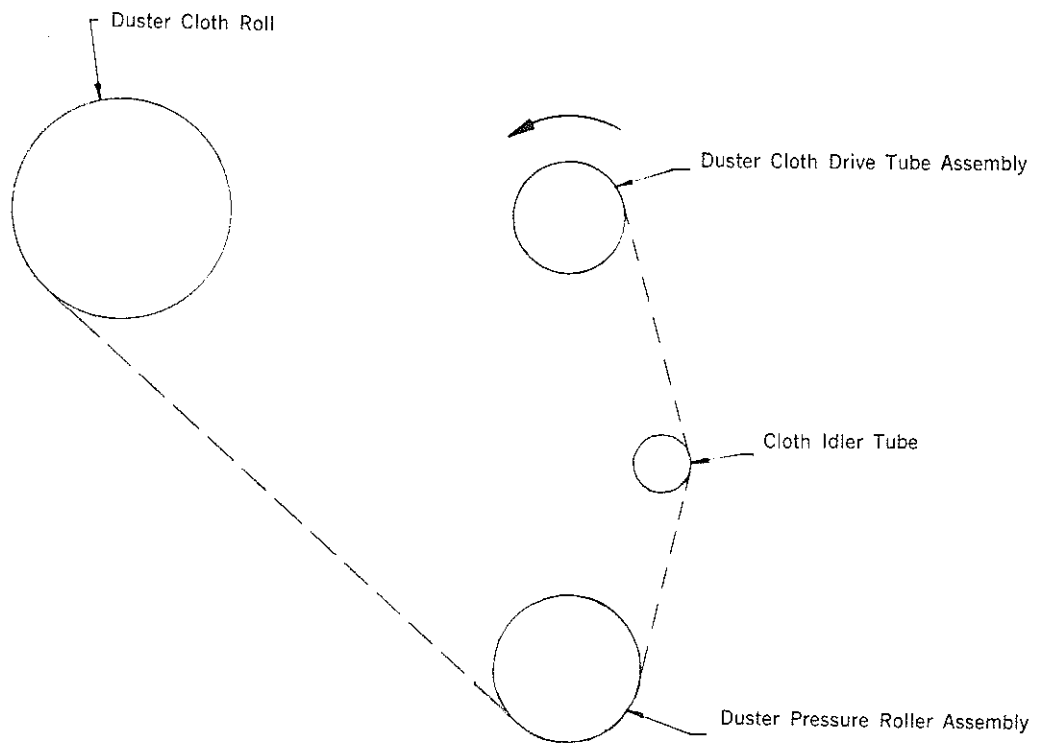
The maintenance of the Century LC100 Lane Maintenance Machine is simple but important. Proper maintenance will enhance its appearance, provide better conditioning of the lane and add to the life of the machine. ALWAYS unplug the machine for any maintenance operations.

- 1) Use air to blow dust and lint from all parts in the machine. This is particularly important on all chains, tanks, gears, etc., that have oil or grease applied to them for smooth operation. This should be done on a weekly basis.
- 2) Clean the buffer tubes. Do this with a lightly cleaner soaked rag. Rub the buffer hard with the rag to remove all dirt and lint from the buffer fibers. It should be remembered to presaturate the buffers after cleaning or replacement. This should be done on a daily basis.
- 3) Cut off and restart the duster cloth. This will assure proper take-up by the duster unit and reduce dust and lint in the machine and on the lane. This should be done everyday. SEE FIGURES 19 & 20.



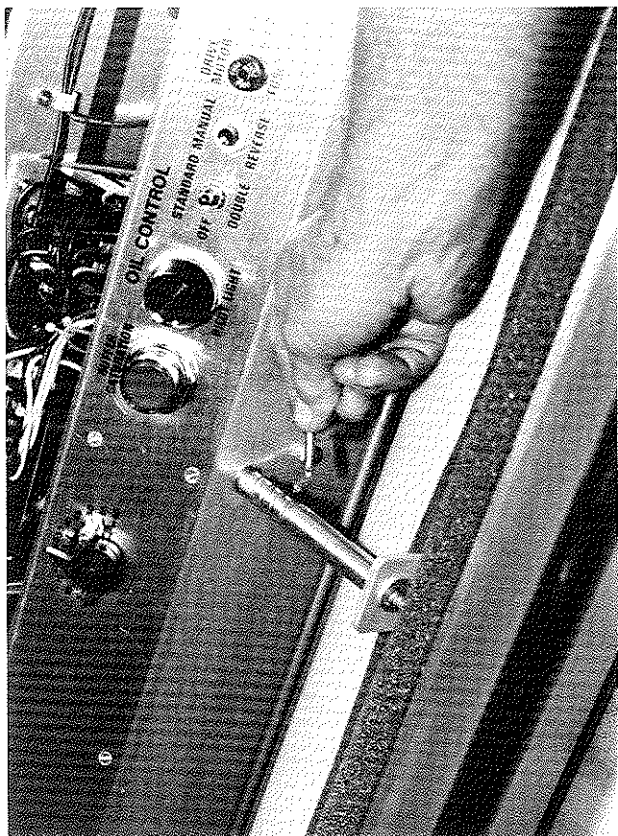
Threading - As Seen From Right Side
Of Machine

FIGURE 19 MODEL A, B & C

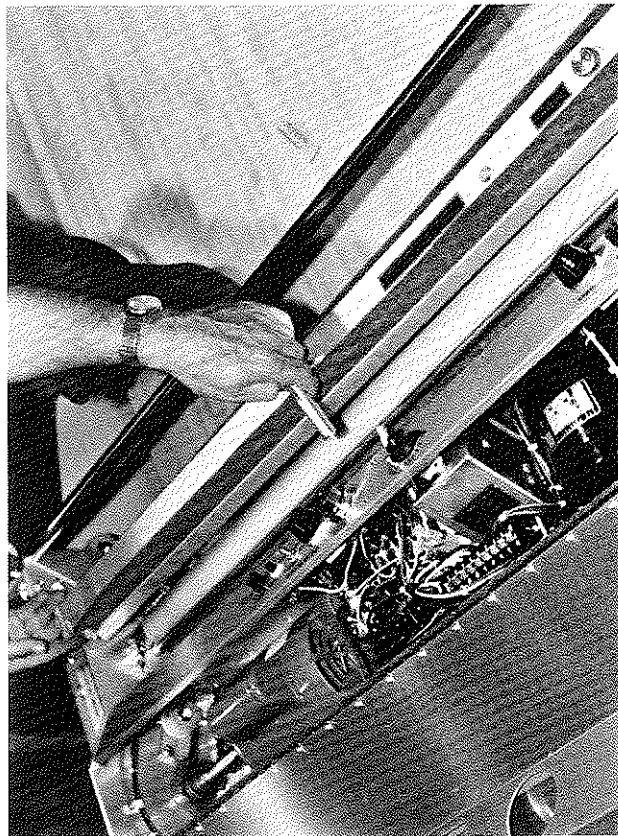


Threading - As Seen From Right Side
Of Machine

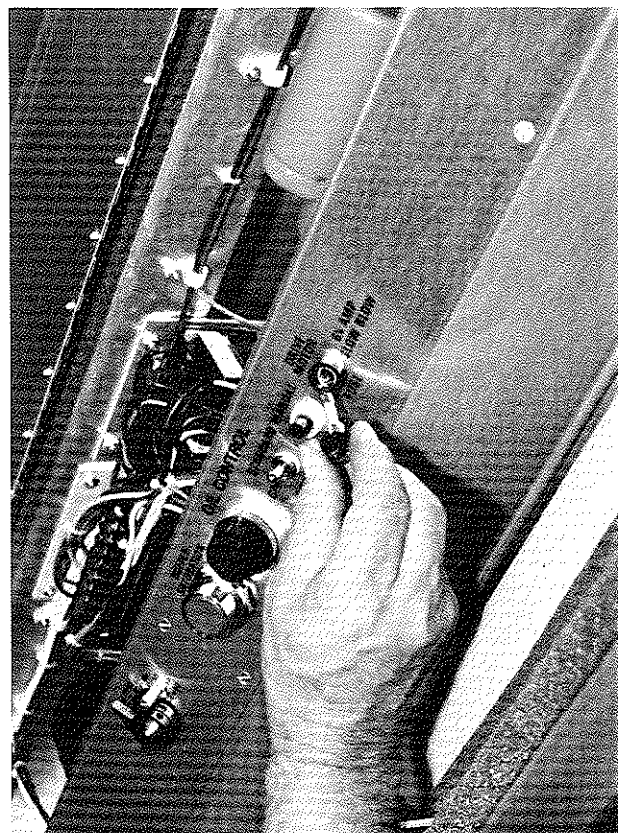
MODEL D
FIGURE 20



(B)



(D)

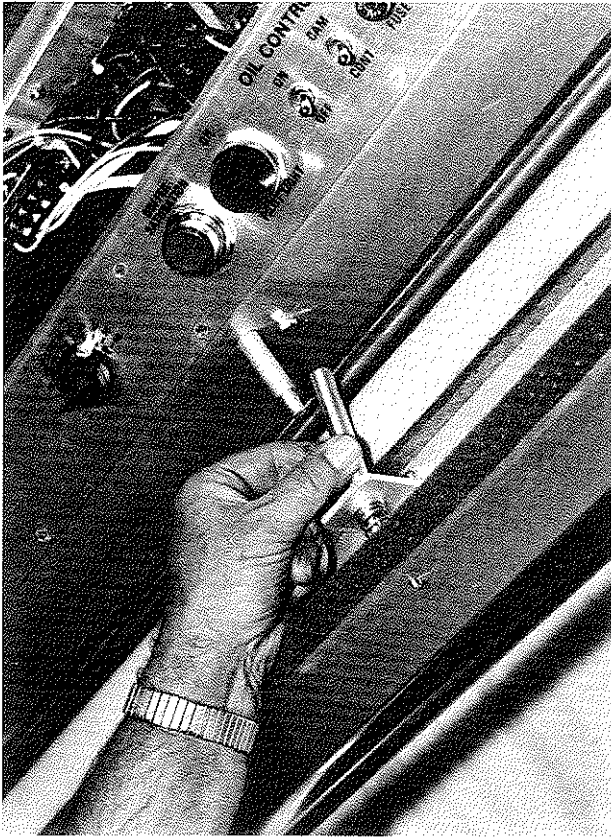


(A)

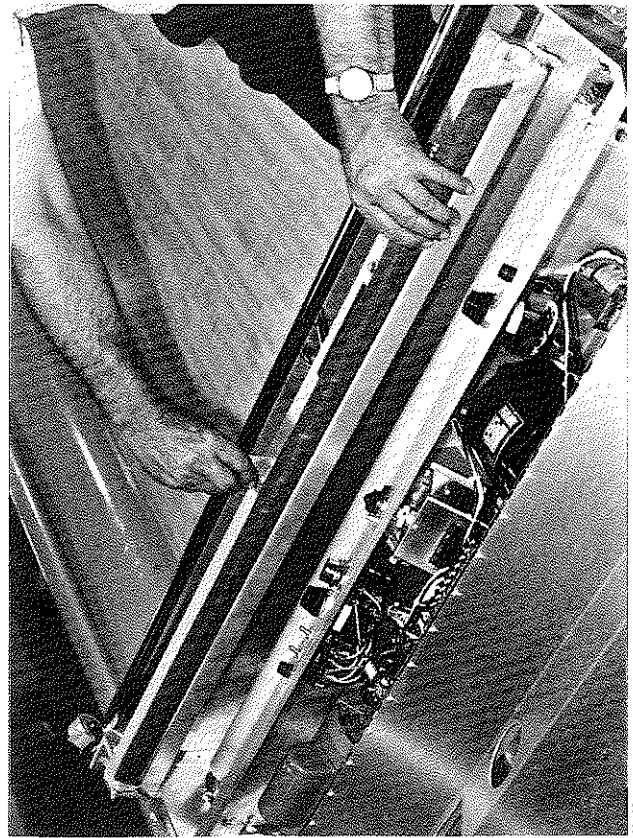


(C)

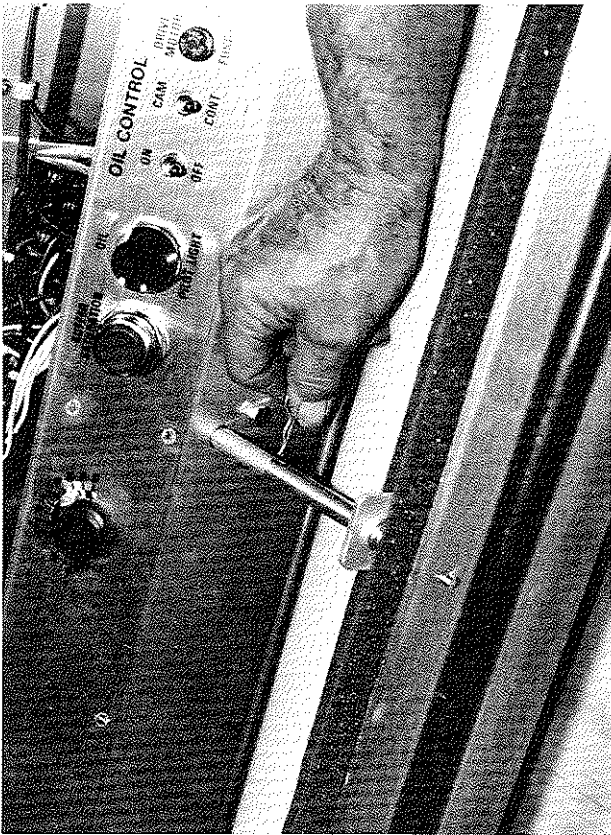
FIGURE 21 — A, B, C & D



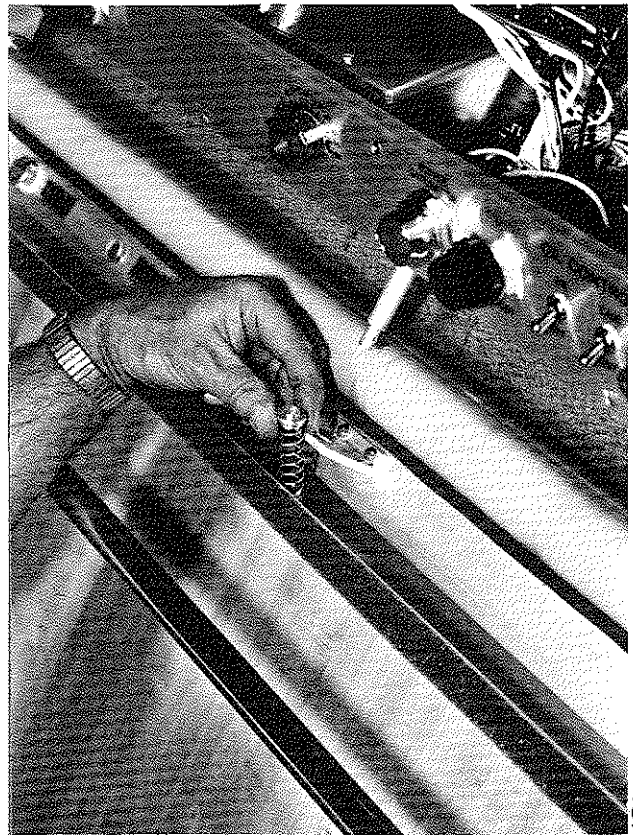
(F)



(H)



(E)



(G)

FIGURE 21 — E, F, G & H

4) Clean the dressing tank felt with a rag or stiff brush. Remove the dressing tank to do this. This makes for a more even distribution of dressing to the dressing buffer and will also increase the life of the buffer and tank felt. This should be done on a daily basis. To do this, follow FIGURE 21, steps A, B, C, D or steps E, F, G & H. Reassemble in reverse order.

5) Oil all chains and grease gears - LIGHTLY - do not over oil. This is important to smooth operation and increases the life of the driving parts. This should be done on a weekly basis.

6) The drive motor needs no lubrication because it has sealed ball bearings at all rotation points.

7) The buffer motors need very little lubrication, but the instructions for their lubrication are on the motors when required.

8) Clean the outside of the machine with a slightly oil dampened rag.

9) To replace contact points in the relay reversing unit, remove the top of the unit, remove the burned out points, replace with new ones and replace the top of the unit. When doing this, work only with one wire at a time to avoid misconnecting the new points causing the machine to operate improperly. Note the designation of the points as normally open $\overline{=}$ or normally closed $\neq$. Be sure that the points are replaced with the same orientation as the original points had.

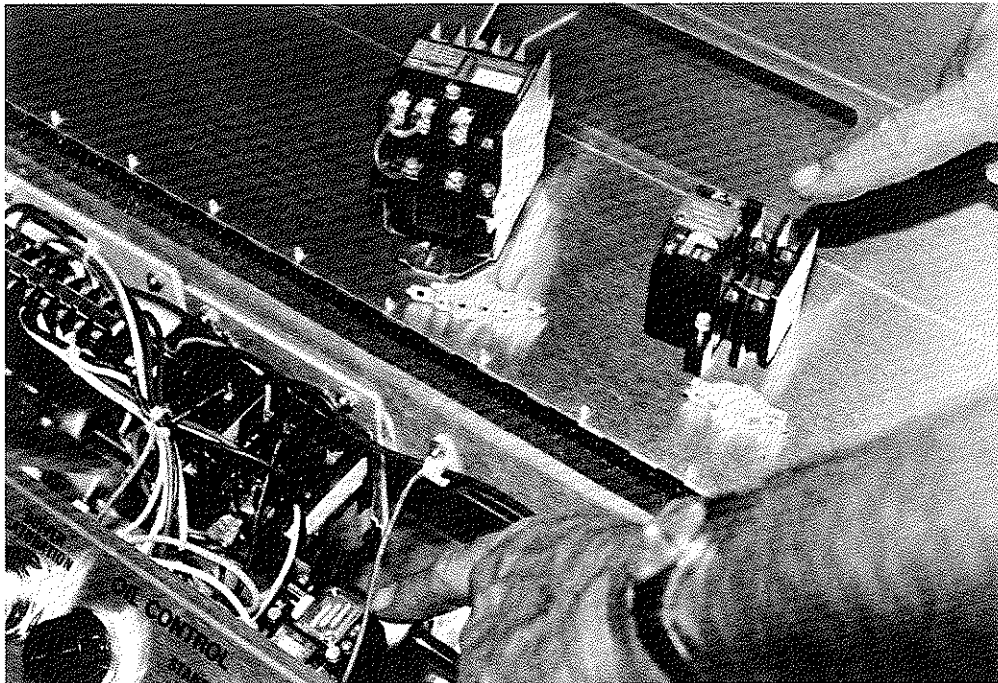


FIGURE 22

10) Gear replacements should be very minimal if the gears are kept clean and lubricated. However, if the need for replacement does arise, proceed as follows:

A. Duster gear replacement can only be done by removing the duster motor drive assembly. To do this, follow these steps: SEE FIGURE 23.

1) Remove the duster cloth.

2) Remove the duster motor drive assembly and ship to factory for repairs or replace the entire unit if the assembly is not worth repairing.

3) When returned to you, reassemble in reverse order.

B. Regular cleaning and lubrication will eliminate these operations under normal usage.

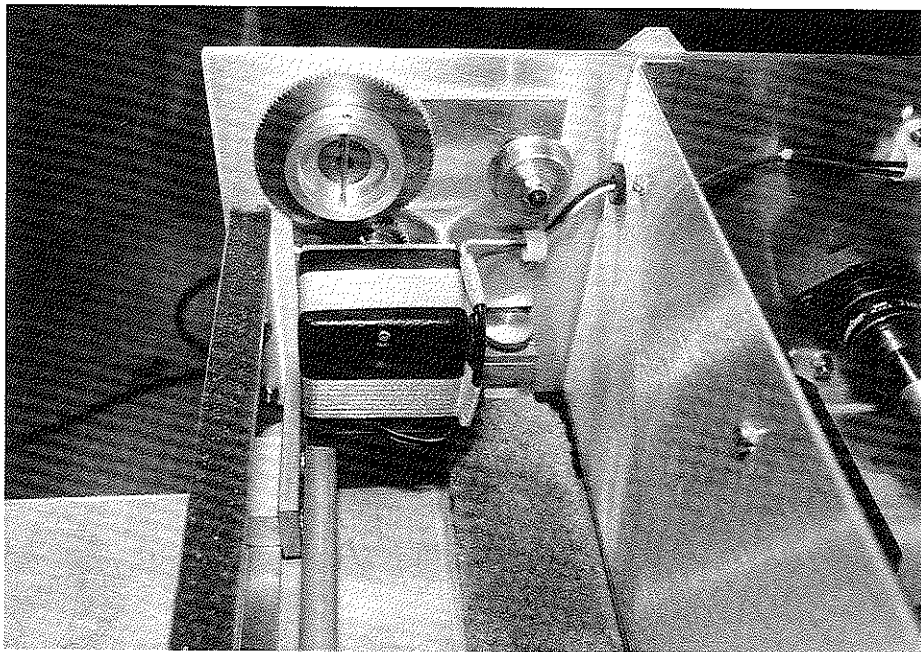


FIGURE 23

11) Micro switch replacement requires only removing the wires and micro switch, install the new switch, rewire it and adjust it. SEE FIGURE 24.

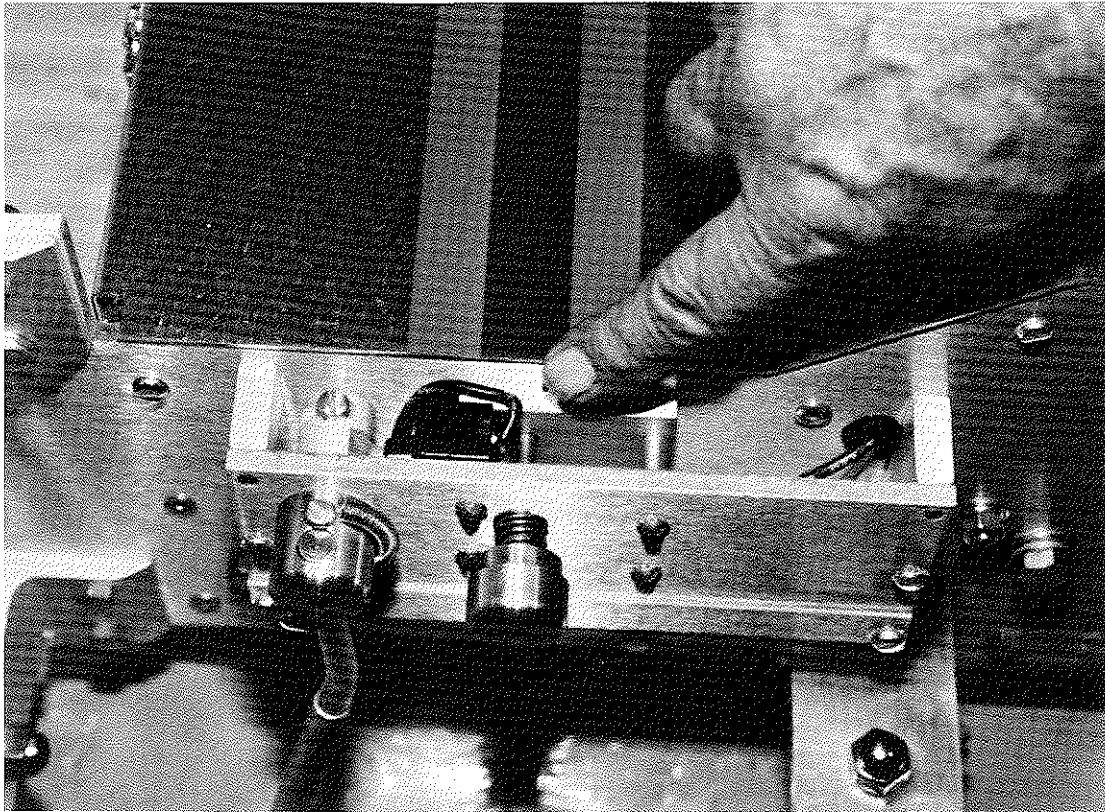
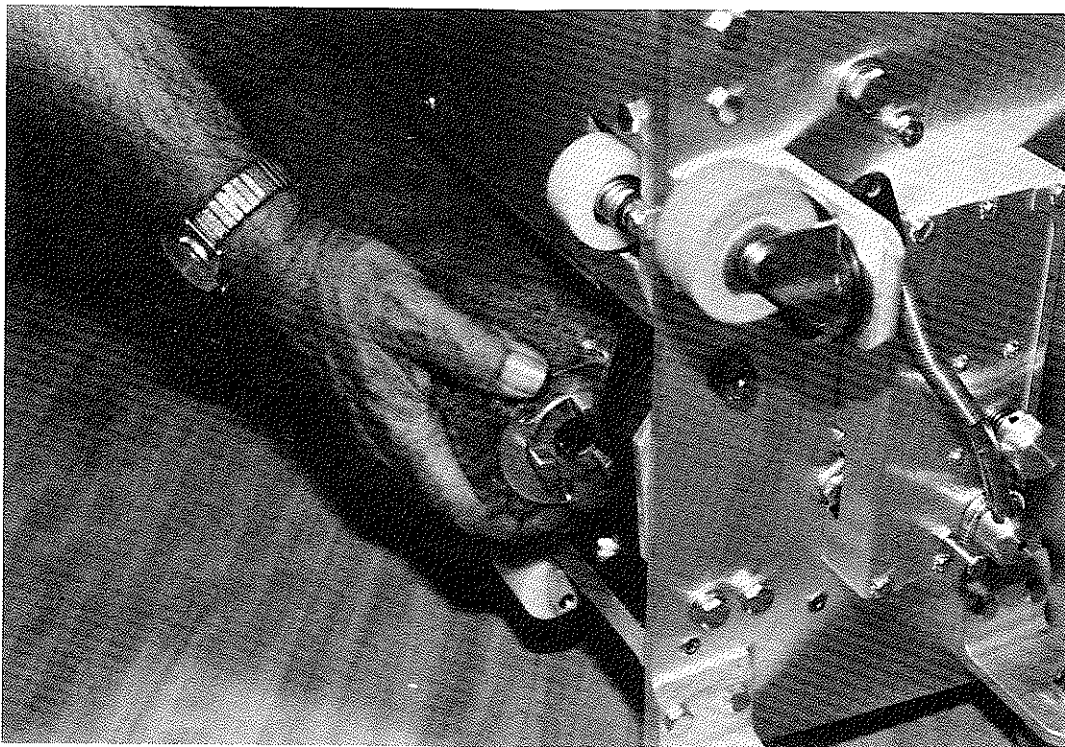


FIGURE 24

12) To replace the buffer cover:

- A. Place the machine in storage position, on dash end casters.
- B. Grasp the buffer tube with both hands and push toward the spring loaded end of the buffer. This is the opposite end of the drive belt.
- C. Continue pushing until the buffer tube drive member clears the drive member in the drive bearing and pull out the buffer tube. The idler side bearing is self-aligning. Therefore, this bearing will pivot to a certain extent. You should not attempt to pivot this bearing beyond its limit or damage can occur to the spring-loaded end of the buffer tube assembly.
- D. Remove the retainer washer by means of the 3 screws. The retainer washer is on the drive member end of the buffer tube.
- E. Slide the buffer cover off.
- F. Reassemble and install in reverse order.



(A)

(A)



(B)

FIGURE 25 A & B

13) The average life of a dressing buffer tube is 2000 lanes. This is only true with daily cleaning of the buffer tube.

14) SOLID-STATE CENTURY LC100's

Current production Century LC100's are now equipped with a circuit board which replaced the old dual contactor and reversing unit. No attempt should be made to repair the circuit board. Any nonfunctional circuit boards should be sent directly to Century International Corporation for repair. Repairs will be performed either on an "in-warranty" or "out-of-warranty" basis. To remove the circuit board:

1. Remove the top circuit board cover.
2. Carefully lift back the white retainer on those boards so equipped.
3. Disengage the orange board plug from the circuit board on those boards so equipped. Check the wire connections on this orange plug to be sure that the electrical connections are correct.
4. On those boards equipped with the screw terminal connections, loosen the wire attachment screws and remove the wires. The wires are numbered with the corresponding terminal connection number for later reconnection.
5. Remove the nonfunctional circuit board and replace it with a new circuit board.
6. Reverse the steps for reinstallation.

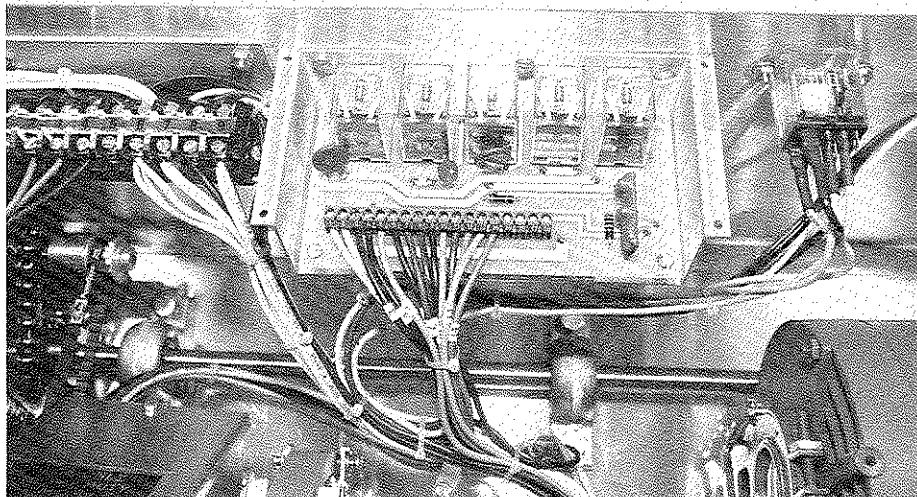


FIGURE 26

COMMON MACHINE ADJUSTMENTS

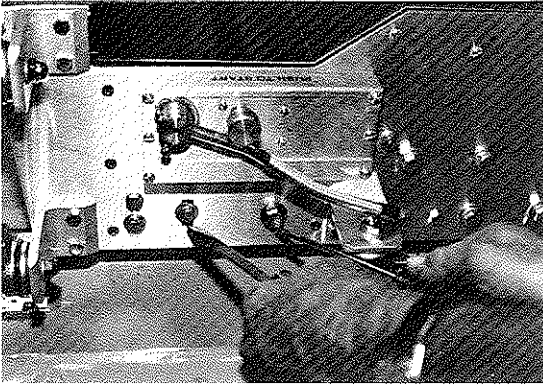
PERIODIC ADJUSTMENTS MAY BE NECESSARY DUE TO LANE CONDITIONS AND NORMAL USAGE OF THE MACHINE. THEY ARE MINIMAL AND SIMPLE TO PERFORM IF THE FOLLOWING STEPS ARE FOLLOWED.

- 1) BUFFER PRESSURE IS CHECKED AND ADJUSTED AS FOLLOWS:
 - A. Place the machine on the lane in the operating position.
 - B. Turn all toggle switches to OFF.
 - C. Push the start button and run the machine down the lane to a point between the dots and the arrows on the lane and shut the machine OFF by moving the shut-off arm forward.
 - D. Unplug the machine and remove the drive motor fuse and plug the machine back in.
 - E. Obtain the RP-43 pressure adjusting tool.
 - F. Push the start button and feed the pressure adjusting tool RP-43 between the buffer and the lane and pull it back out. Do this on both right and left sides of the buffer. A scale reading of D should be present on both sides of the machine. Excessive pressure is not necessary and should be avoided.
 - G. If an adjustment is necessary to obtain equal pressure on both sides of the buffer, proceed as follows:

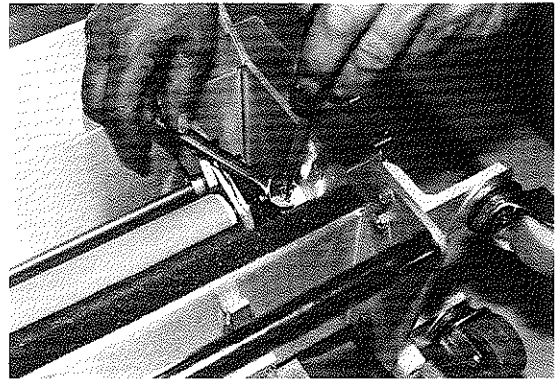
MODEL A & B

- 1) Turn the machine OFF by pushing the shut off arm forward.
- 2) Loosen the buffer mounting plate bolt shown in FIGURE 27A.
- 3) Loosen the buffer bearing locking bolt shown in FIGURE 27A.
- 4) Loosen the locknut on the buffer adjusting bolt shown in FIGURE 27B.
- 5) Turn the buffer adjusting bolt down, clock-wise, for more pressure or up, counter-clock-wise, for less pressure and retighten the locknut. To decrease the pressure, it will be necessary to move the buffer bearing up manually and then adjust it downward to achieve the desired pressure.

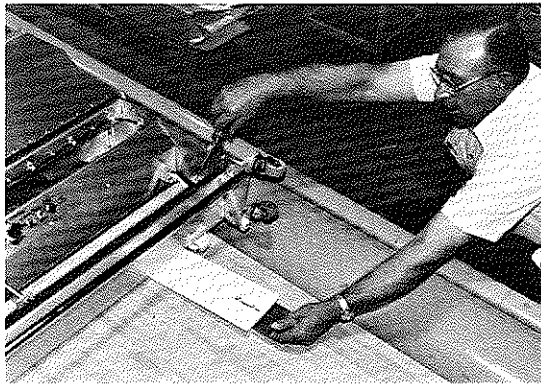
- 6) Do this as necessary on each end of the buffer and then tighten all bolts loosened in steps G. 2, 3, 4 & 5.
- 7) After each end has been adjusted, repeat Step F above. If further adjustment is required, repeat steps G-1 through G-5.
- 8) Unplug the machine and replace the drive motor fuse and plug the machine back in.



(A)



(B)

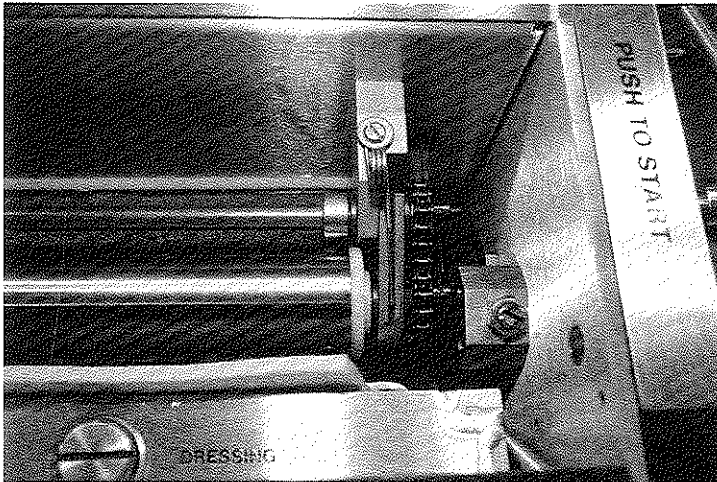


(C)

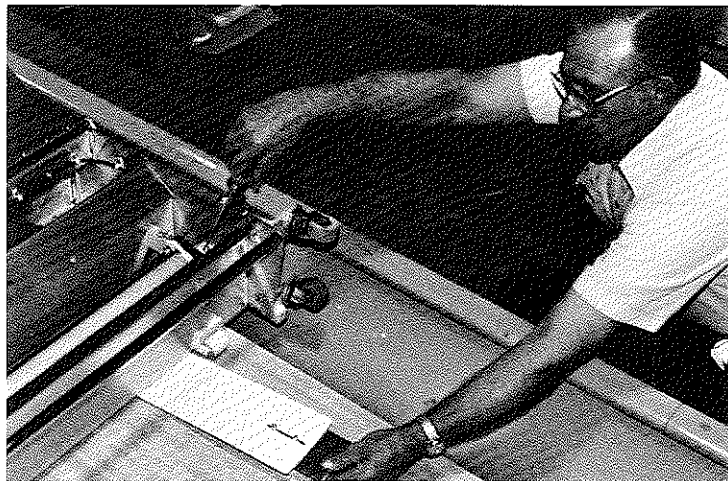
FIGURE 27 — A, B & C

MODEL C & D

- 1) Turn the machine OFF by pushing the shut-off arm forward.
 - 2) Loosen the locknut on the buffer adjusting bolt shown in FIGURE 28.
 - 3) Turn the buffer adjusting bolt down, clock-wise, for more pressure or up, counter-clock-wise, for less pressure and retighten the locknut.
 - 4) Do this as necessary on each end of the buffer.
 - 5) After each end has been adjusted, repeat Step F above. If further adjustment is required, repeat Steps G-1 through G-4.
 - 6) Unplug the machine and replace the drive motor fuse and plug the machine back in.
- H. Push the start button and then the manual reverse button which will return the machine to the foul line.



(A)



(B)

FIGURE 28 — A & B

- 2) The lane duster take up clutch should be adjusted when necessary. If the duster cloth unrolls onto the lane, then the duster pressure should be checked and then the duster take up clutch tightened as necessary. **DO NOT OVERTIGHTEN!!** If the duster pressure roller cover becomes distorted or the duster pressure against the lane becomes less and less, the duster take up clutch may be too tight. In this case it should be loosened.

MODEL A & B

To adjust the clutch, loosen the outer jam nut and turn the inner adjusting nut as necessary to either tighten or loosen the clutch. Tighten the outer jam nut to maintain the adjustment.

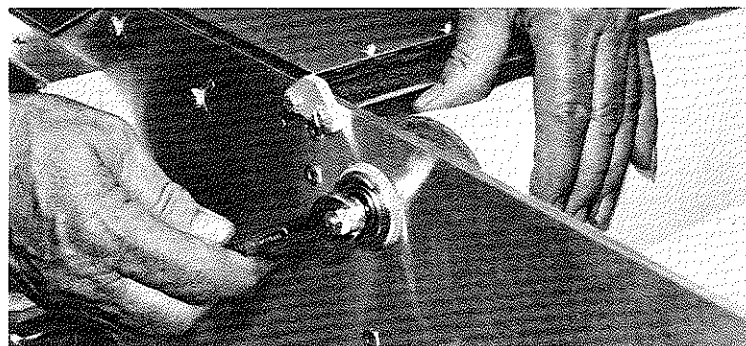
MODEL C

To adjust the clutch, either tighten or loosen the locknut on the exterior of the machine.

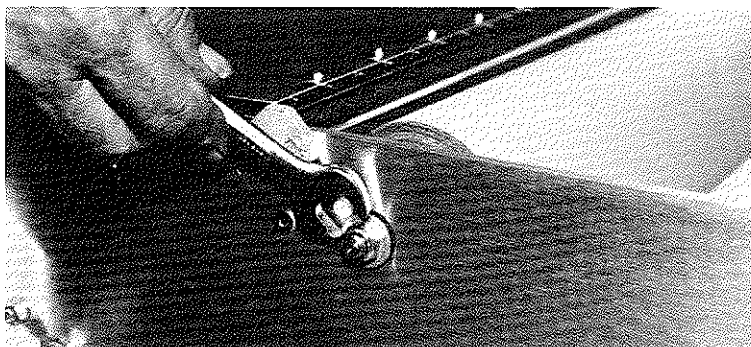
MODEL D

To adjust the clutch, turn the adjusting screw clockwise or counter-clockwise as necessary to either tighten or loosen the clutch. A small amount of a light weight oil should be kept in clutch leather strips to allow smooth operation of the duster clutch.

DO NOT OVER TIGHTEN THE DUSTER CLUTCH. TOO MUCH DRAG CAN BURN OUT THE DUSTER MOTOR AND CAN COMPRESS AND DISTORT THE DUSTER TUBE COVER AND CAN LIFT THE DUSTER MECHANISM AWAY FROM THE LANE SURFACE.



(A)



(B)

FIGURE 29 A & B

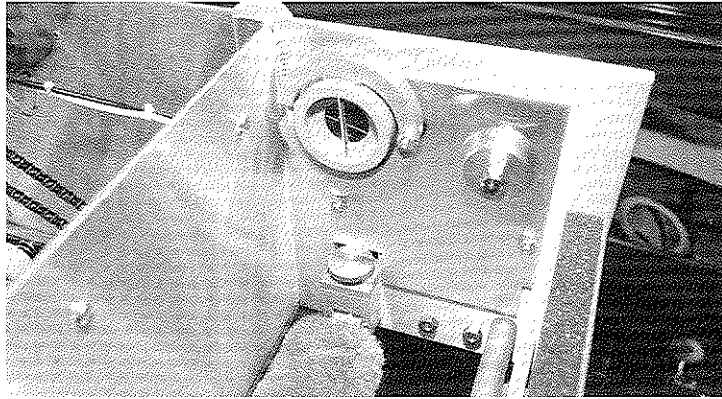
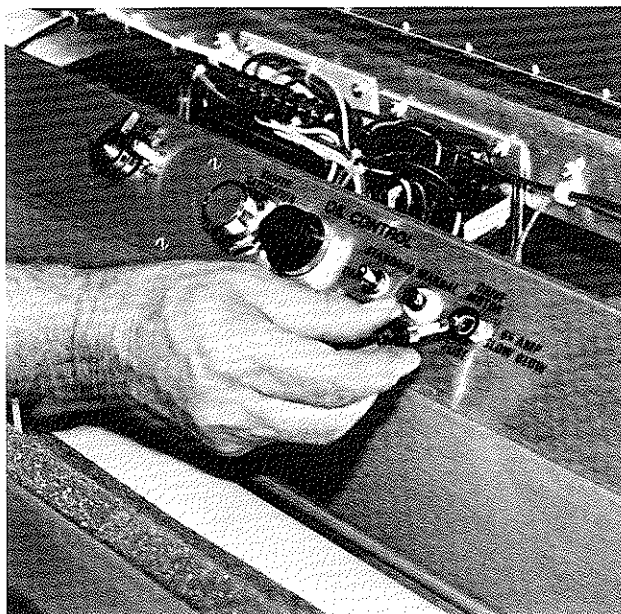


FIGURE 29 (C)

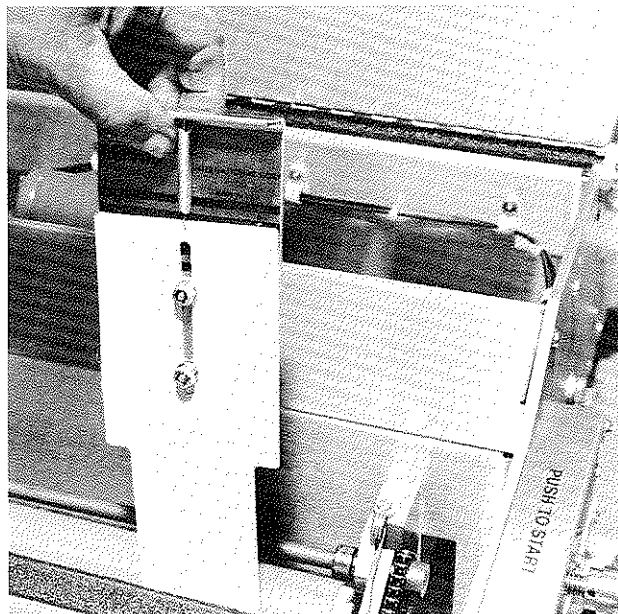
- 3) To check and adjust dressing tank pressure against the oil transfer roller, proceed as follows: Refer to FIGURE 30 — A, B, C, D & E.

THE BUFFER PRESSURE MUST BE ADJUSTED AGAINST THE LANE BEFORE PROCEEDING WITH THIS STEP!!!

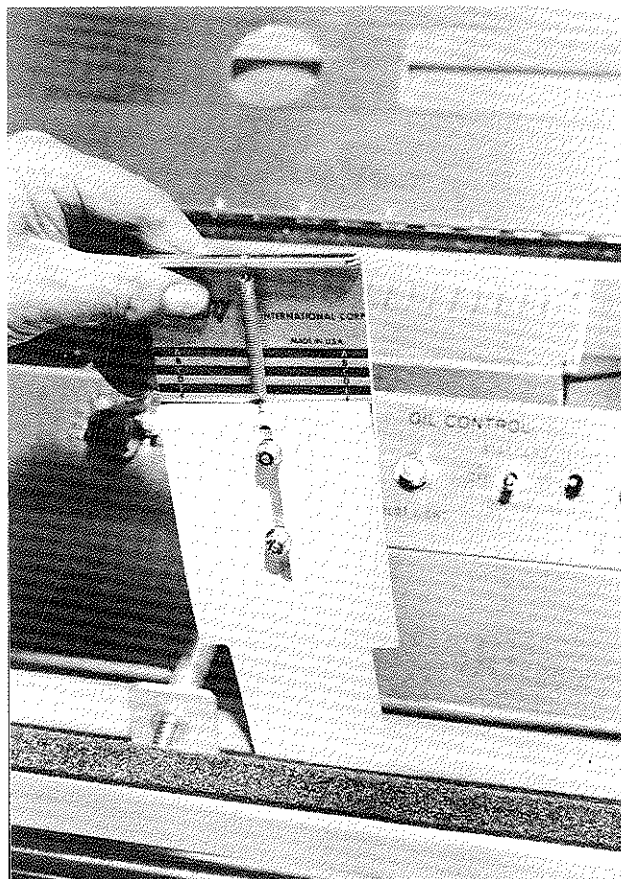
- A. Unplug the power cord from the machine and remove the drive motor fuse from the right side of the dash. Plug the power cord back in to the machine.
- B. Remove the calibrators from the oil tank assembly.
- C. Position the oil control switch or switches so that the machine will apply oil from the foul line. On Models A, B & C, push the saturation button. This will engage the dressing assembly against the oil transfer roller. On Model D machines, turn the buffer switch OFF and press the START button. Be sure the shut-off arm spring is moved so that the Model D LC100 will remain in the ON position.
- D. Place the RP-72 gauge between the dressing tank wick and the oil transfer roller near each end of the tank.
- E. Pull the gauge out and note the pressure reading at each end of the tank. The pressure reading should be the same at both ends of the tank as you pull the gauge out.
- F. If it isn't, loosen the adjusting tank support arm on the HIGH PRESSURE END of the tank. Move the tank away from the oil transfer roller until equal pressure is obtained at both ends. On Model D units, an allen adjusting bolt is located on the rear end panel to allow this adjustment to be made easier. On Model A, B & C units, move the bottom adjusting hex head bolt as shown in Figure 30D.
- G. Retighten the adjusting tank support arm bolts and recheck the pressure as described in steps E, F & G. If further adjustment is required repeat steps E, F & G as necessary.
- H. Calibrate the oil tank assembly using the Century calibration kit. Dress at least four stripped lanes and check the dressing pattern on the lane using a DBA Analyzer or Brunswick Lane Monitor. Modify the calibration pattern as necessary and dress at least two more stripped lanes and recheck the pattern and continue to correct as necessary until the desired oil pattern is achieved. Refer to directions with the oil tank calibration kit and the RP-72 gauge.



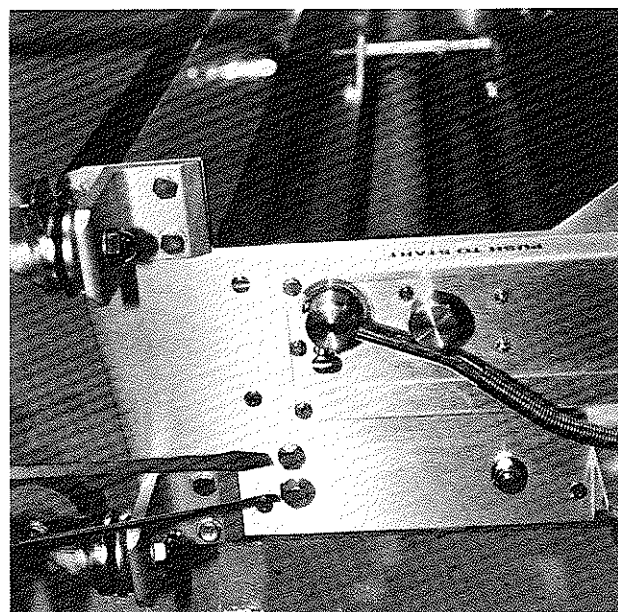
(A)



(B)



(C)



(D)

FIGURE 30 — A, B, C & D

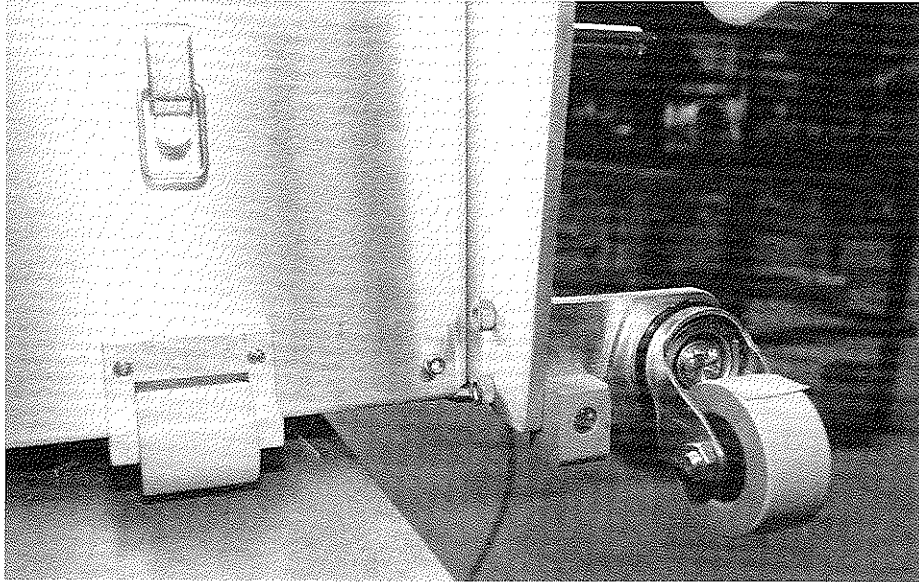


FIGURE 30(E)

4) DRESSING TANK CALIBRATION

- A. Before attempting to calibrate a dressing tank, insure that the dressing tank pressure has been adjusted as per Adjustment Section 3 of this manual.
- B. Completely strip all lanes of old conditioner and dirt.
- C. Remove the calibrators from the oil tank assembly.
- D. Remove the drive motor fuse and place the oil control switches so that dressing will be applied from the foul line. Insert the calibrators so as to approximately provide the desired oil pattern. On Models A, B & C, depress the SATURATION button and hold it in. On the Model D LC100, turn the BUFFER switch to OFF and press the START BUTTON in. Be sure that the shut-off arm, spring is in the correct position to allow the START BUTTON to stay ON. Using the RP-72 gauge, measure the pressure at various points along the tank and correct any obvious error as necessary.
- E. Once the tank has been initially calibrated, dress four lanes and then read the oil pattern on the lane using a DBA Lane Analyzer or a Brunswick Lane Monitor.
- F. Correct the initial oil pattern as necessary using the calibrators and repeat step E until the desired pattern has been achieved.

NOTE: IT MAY BE NECESSARY TO DOUBLE OIL THE HEADS TO ACHIEVE THE DESIRED FILM THICKNESS OF LANE DRESSING. IT MAY ALSO BE NECESSARY TO RUN MORE THAN ONE MACHINE RUN TO ACHIEVE THE DESIRED FILM THICKNESS OF LANE DRESSING. A SHORT RUN CAN BE ELECTED ON THE MODEL D LC100 AS WELL AS A REVERSE ONLY OIL OPTION.

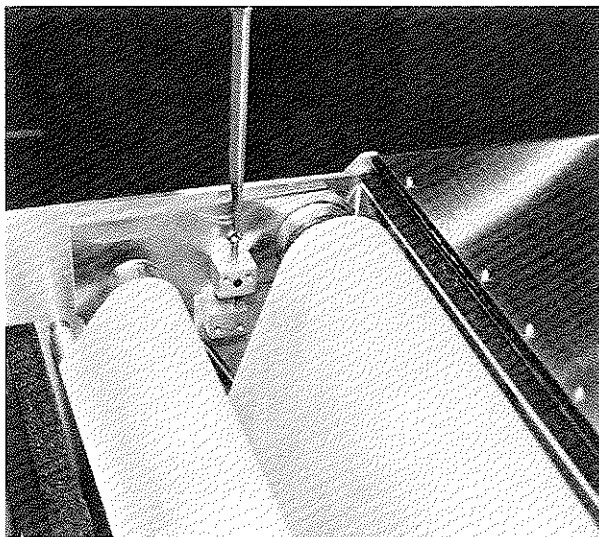
FOR AN ADDITIONAL DISCUSSION OF TANK CALIBRATION, REFER TO THE INSTRUCTIONS SUPPLIED WITH EACH TANK CALIBRATION KIT.

- 5) TO CHECK AND ADJUST THE DUSTER PRESSURE AGAINST THE LANE, PROCEED AS FOLLOWS: SEE FIGURES 31 — A, B & C.

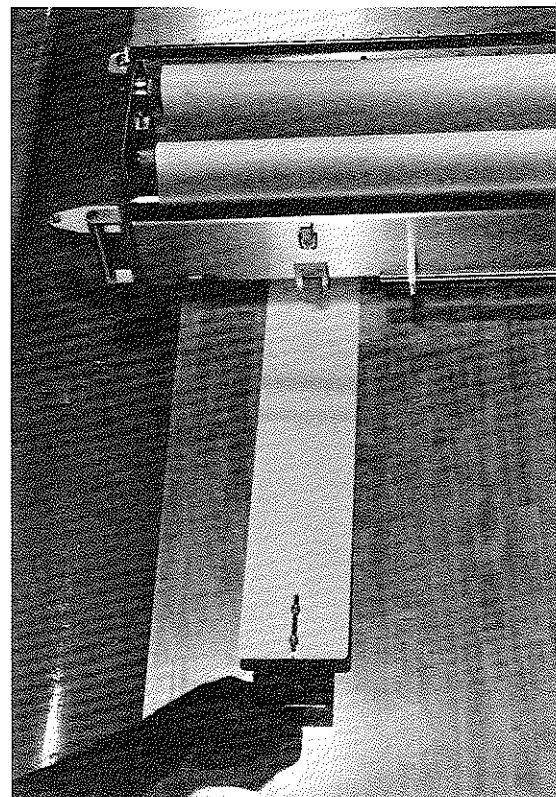
- A. Place the machine on the lane in the operating position.
- B. Push the start button and run the machine down the lane to a point between the dots and the arrows on the lane and shut the machine OFF by pushing the shut-off arm forward.
- C. Remove the drive motor fuse.

THE DRESSING BUFFER SHOULD BE ADJUSTED AWAY FROM THE LANE SURFACE FOR THIS ADJUSTMENT. ANY INTERFERENCE BETWEEN THE GUIDE WHEELS OF THE MACHINE AND THE GUTTERS SHOULD BE CHECKED AND CORRECTED AS NECESSARY AT THIS POINT.

- D. Slip the pressure adjusting tool RP-43 under the land duster pressure roller. Be sure that the lane duster take-up roller is fully seated by firmly pushing on it.
- E. Withdraw the pressure adjusting tool from each end of the lane duster pressure roller and note the pressure. The pressure should be such that a pressure reading of **D** is indicated on the pressure adjusting tool.
- F. On Model A, B & C LC100s, if the pressure has to be adjusted, simply turn the adjusting screw clockwise to decrease the pressure or counter-clockwise to increase the pressure. On the Model D LC100s, simply turn the adjusting knob that protrudes from the side plate of the unit until the desired pressure is achieved.



(A)



(B)

FIGURE 31 A & B

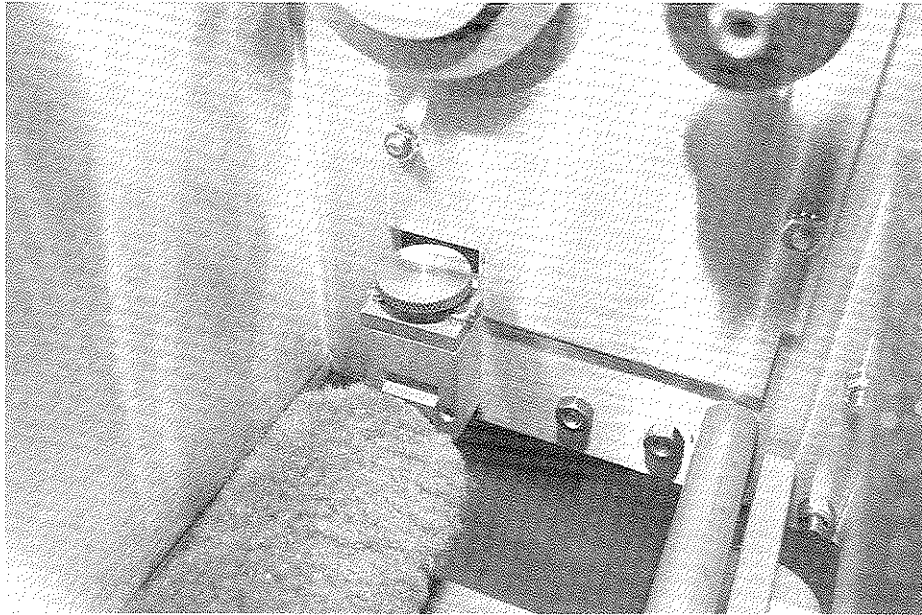


FIGURE 31(C)

- 6) DRESSING DISTANCE ADJUSTMENT - To apply dressing to a distance different than 15 feet from the foul line: SEE FIGURE 32.
 - A. Loosen the dressing control arm by loosening the set screw in the distance control arm. NEVER LOOSEN THE SET SCREW IN THE GREEN POINTER KNOB!!
 - B. Rotate the green cam pointer knob to the desired conditioning distance on the dash scale.
 - C. Rotate the dressing distance control arm against the stop on the cam box and then tighten the set screw in the distance control arm.

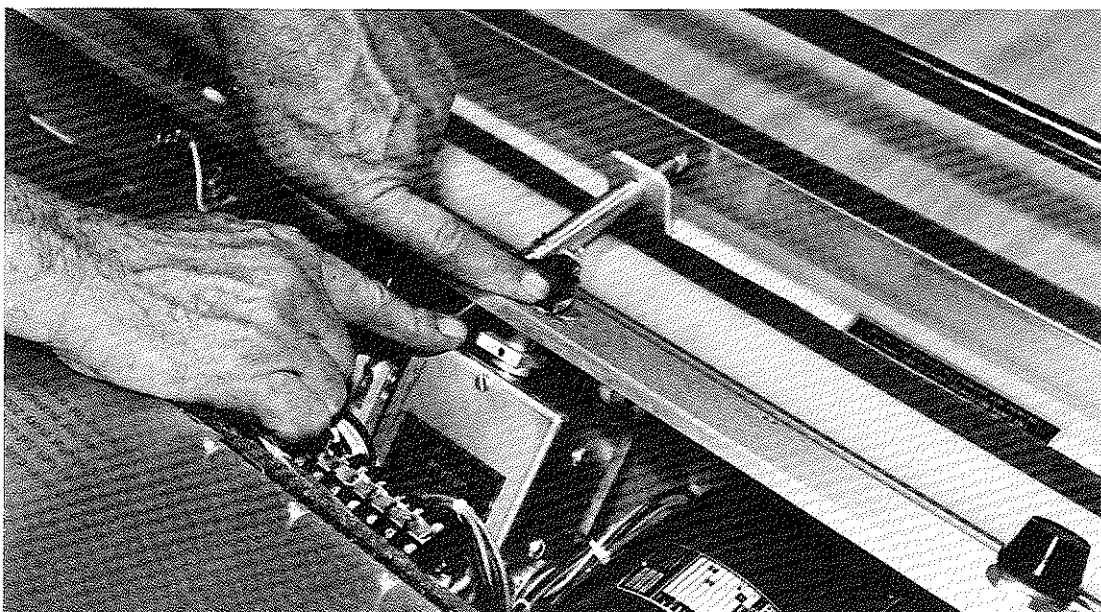


FIGURE 32

TRAVEL DISTANCE ADJUSTMENT - To allow machine to travel to a distance other than 45 feet from the foul line: SEE FIGURE 33.

- A. Loosen the screw that forms the travel distance stop on the dash.
- B. Rotate the black distance knob to the desired travel distance on the dash scale. **NEVER LOOSEN THE SET SCREW IN THE BLACK POINTER KNOB!!**
- C. Rotate the screw stop and collar so that they are against the black pointer knob in its new position. Tighten the screw and nut in the travel distance stop on the dash.

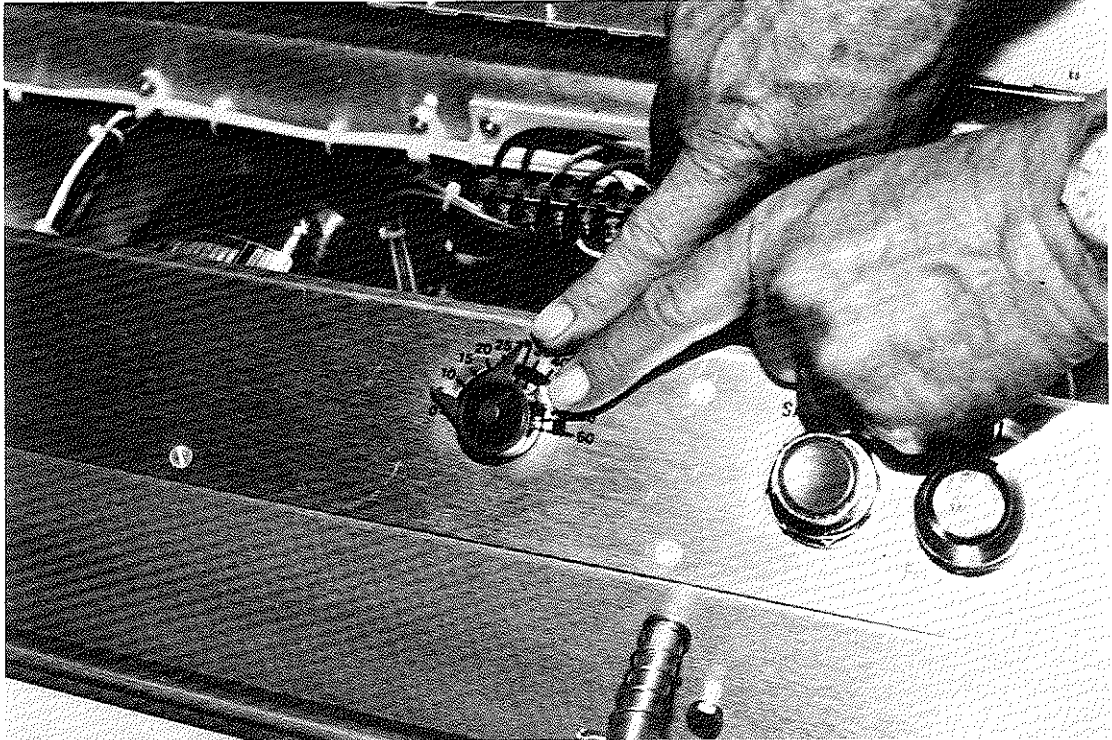


FIGURE 33

TROUBLE SHOOTING SECTION

This section is to assist the owner in determining and correcting minor problems which may arise during normal usage.

1. Problem: Machine will not start and no motors run.
Cause:
 - A. Defective power cord connections.
 - B. Defective start-shut-off micro switch.
 - C. Blown fuse in house or machine.Solution:
 - A. Check power cord connections at receptacle and machine.
 - B. Check micro switch; if bad replace it.
 - C. Check fuses; if bad, replace them. If pilot light is on, house fuse and main power fuse are OK. Check drive motor fuse; if bad, replace it.
2. Problem: Machine has trouble getting started or will not move on lane.
Cause:
 - A. Machine improperly placed on lane.
 - B. Excessive duster pressure.
 - C. Excessive buffer pressure.
 - D. Low voltage.
 - E. Blown drive motor fuse.Solution:
 - A. Check OPERATION SECTION of manual.
 - B. Check duster pressure.
 - C. Check buffer pressure.
 - D. Check machine end of power cord to be sure there is 115 volts, on a 20 amp rated circuit.
 - E. Replace drive motor fuse.

3. Problem: Machine keeps blowing fuses.

- Cause:
- A. Points in reversing unit stuck or burnt.
 - B. Starter mechanism in drive motor is defective.
 - C. Burnt or bare wire.
 - D. Forward or reverse run contactor(s) **NOT** pulling in immediately as power is supplied to them or dropping out immediately when power is discontinued to the contactor coil.

Solution: A. Check points and replace if necessary.

BEFORE PROCEEDING WITH SOLUTION B STEPS, MANUALLY DIS-ENGAGE THE BRAKE ASSEMBLY. TO DO THIS DISCONNECT ELECTRICAL POWER FROM THE LC100 AND THEN DISCONNECT THE BRAKE SPRING AND THEN MANUALLY ENGAGE THE BRAKE SOLENOID SO THAT THE BRAKE PAD IS REMOVED FROM CONTACT WITH THE BRAKE DISC ON THE DRIVE SHAFT.

B. Check starter mechanism in drive motor as follows:

1 - Roll the machine into the saturation position on the approach or in to a suitable position in the shop repair area.

2 - Remove the black motor wire from terminal 1 on the dash end of the terminal block assembly and the blue wire from terminal 2 on the dash end of the terminal block assembly. Twist these wires together.

3 - Remove the blue wire from terminal 3 on the dash end of the terminal block assembly and the black wire from terminal 4 on the dash end of the terminal block assembly. Twist these wires together.

4 - Connect the two twisted wire pairs to a 110 volt power supply. The RP-74 Test Cord kit is recommended for this process. The motor should start immediately.

5 - Reverse the connections of the blue wires only. The drive motor should now rotate in an opposite direction from the rotation direction from Step 4.

6 - If the drive motor does not begin to run in either direction or only runs in one direction, the start windings may be burnt or a problem may exist with the start switch. Repair or replace the drive motor as necessary.

C. Check all wiring to insure that there are no burnt or bare spots.

D. Replace the contactors individually or as a prewired assembly.

4. Problem: Machine moves forward but will not reverse or machine runs into pit.
- Cause:
- A. Defective distance micro switch in cam box.
 - B. Points in reversing unit relay stuck or burnt.
 - C. Contactors sticking or defective.
 - D. Start button stuck in starting position.
- Solution:
- A. Check micro switch; if bad, replace it.
 - B. Check points; if stuck or burnt, replace them.
 - C. Replace contactors individually or as a prewired complete assembly.
 - D. Check for free movement and spring action and repair or replace as necessary.
5. Problem: Machine reverses but will not move forward.
- Cause:
- A. Points stuck or burnt in reversing unit relay.
 - B. Manual Reverse button stuck in. (Model C & D only).
- Solution:
- A. Check points, if stuck or burnt replace them.
 - B. Repair or replace manual reverse button as necessary.
6. Problem: Buffer motor runs but machine will not move.
- Cause:
- A. Burnt out drive motor fuse.
 - B. Forward run motor contactor defective.
 - C. Drive motor defective.
 - D. Drive motor brake solenoid defective or brake out of adjustment.
- Solution:
- A. Replace fuse. Use only BUSS No. MDL 6¼ fuse.
 - B. Replace forward run contactor.
 - C. Repair or replace drive motor assembly.
 - D. Replace brake solenoid assembly or adjust brake assembly to apply brake when brake solenoid is not engaged and to release brake when brake solenoid is engaged.

7. Problem: Dressing will not apply.
- Cause:
- A. Dressing tank out of adjustment.
 - B. Dressing tank felt is dirty.
 - C. Dressing buffer out of adjustment.
- Solution:
- A. Check Dressing tank adjustment.
 - B. Clean dressing tank felt.
 - C. Check buffer pressure.
8. Problem: Machine will not shut off at the foul line.
- Cause:
- A. Defective start-shut-off micro switch.
 - B. Shut-off arm out of adjustment.
 - C. Reverse motor contactor sticking.
- Solution:
- A. Check micro switch, if bad replace it.
 - B. Adjust shut-off arm cam, inside starter box, so the machine stops before the dressing buffer goes over the foul line.
 - C. Repair or replace contactor as necessary.

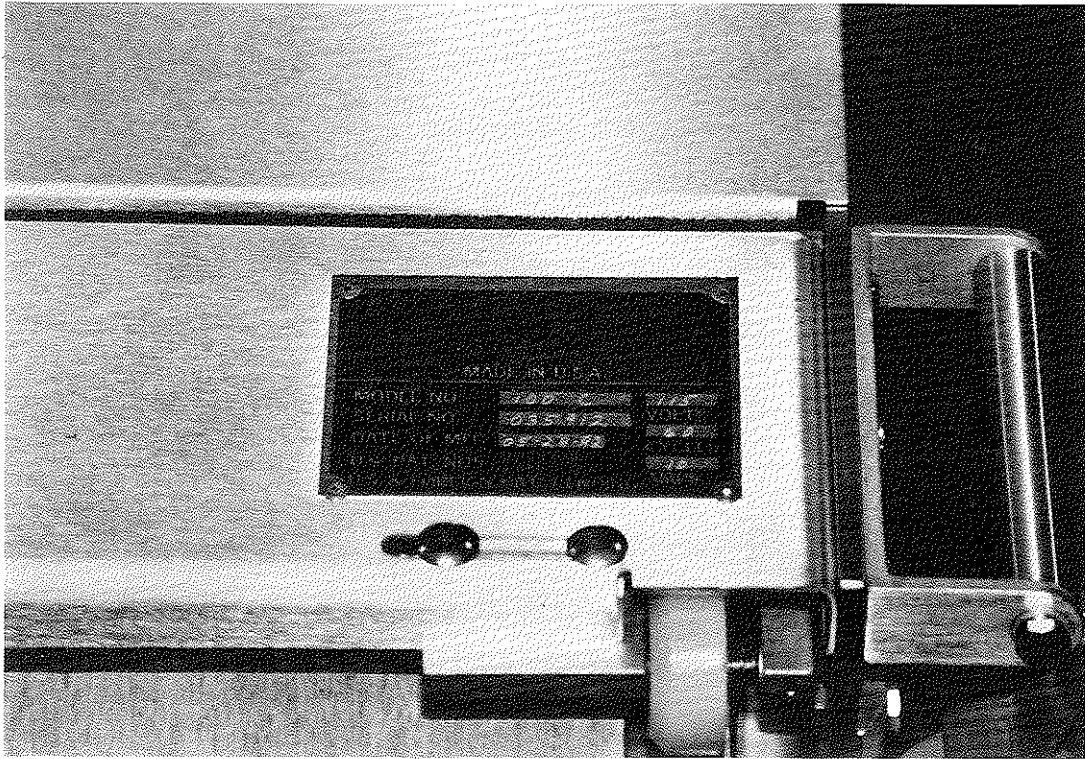


FIGURE 34

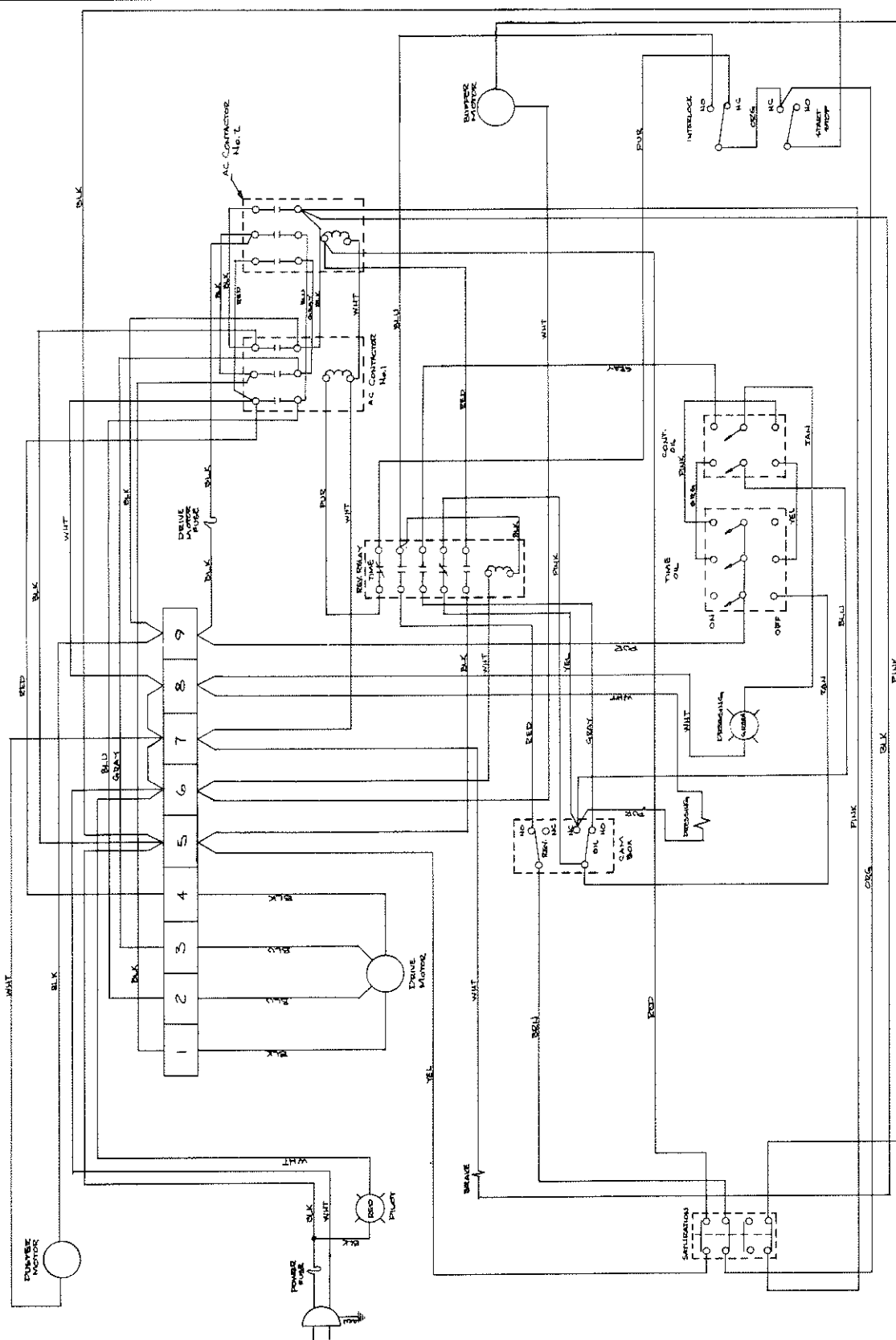
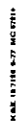


FIGURE 35 WIRING DIAGRAM—MODEL A & B UP TO SERIAL NUMBER 033250

56



57

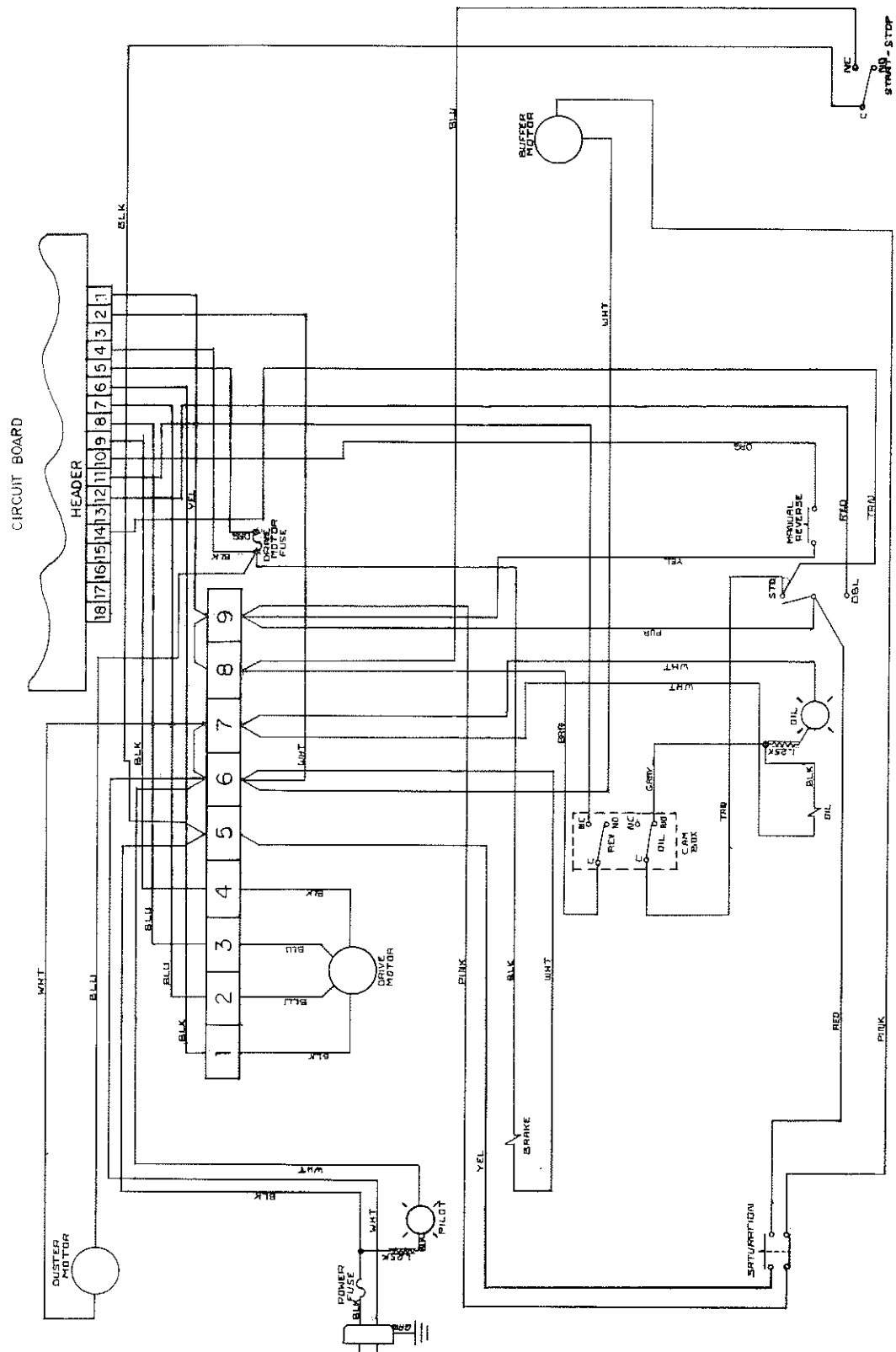


FIGURE 38 WIRING DIAGRAM—MODEL C—SOLID-STATE

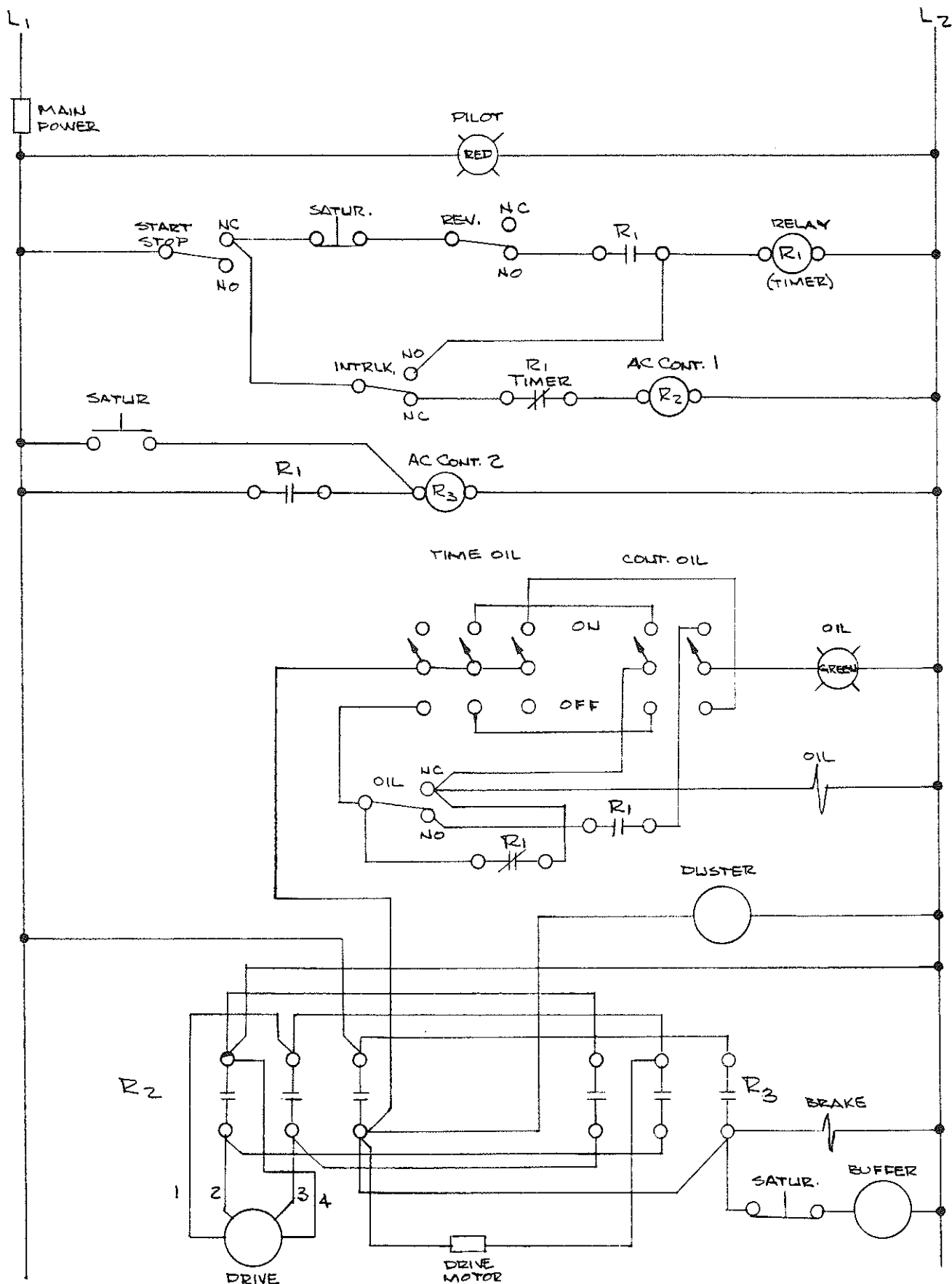


FIGURE 40 WIRING SCHEMATIC—MODEL A & B UP TO SERIAL NUMBER 033250

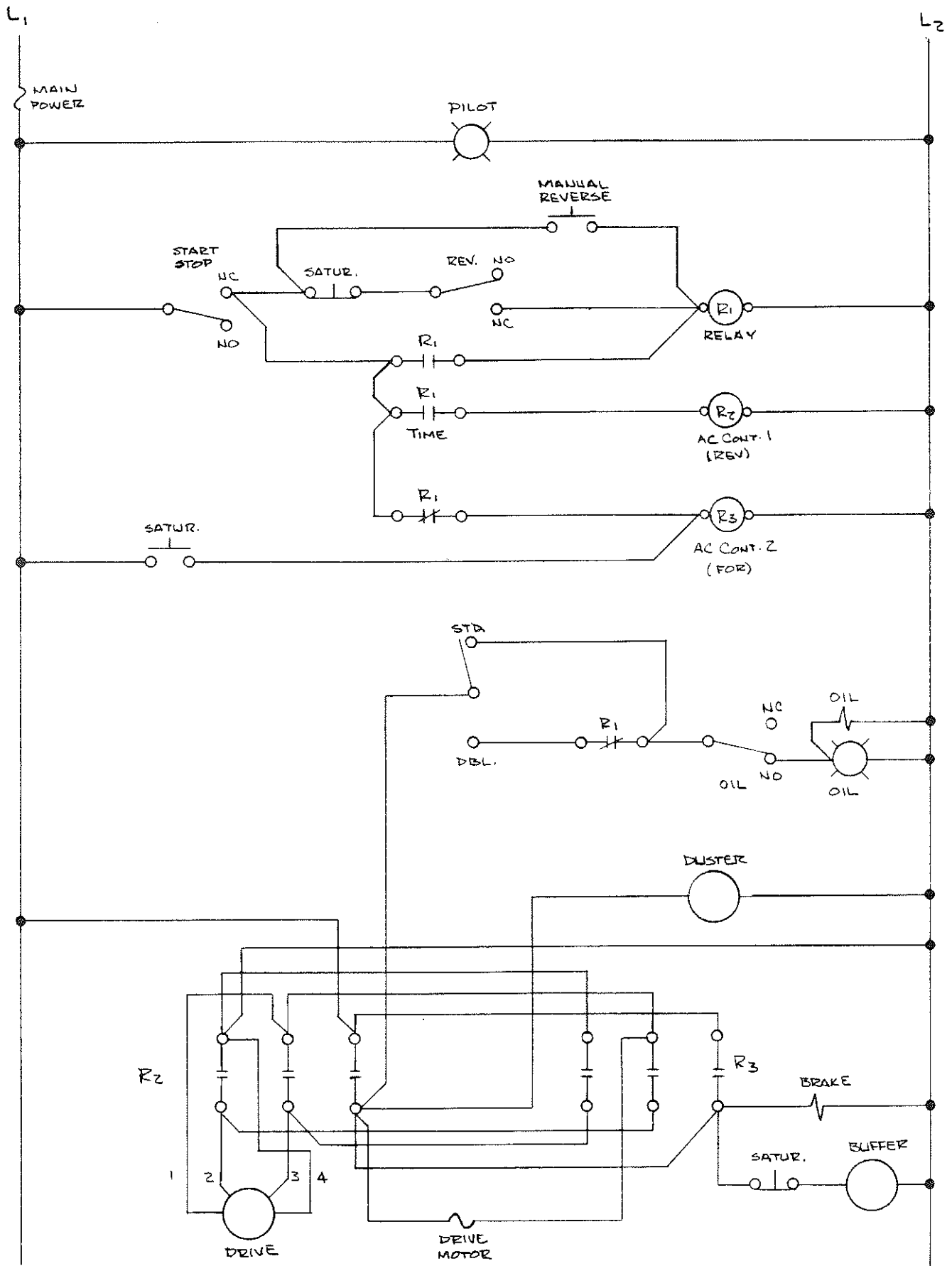


FIGURE 42 WIRING SCHEMATIC—MODEL C

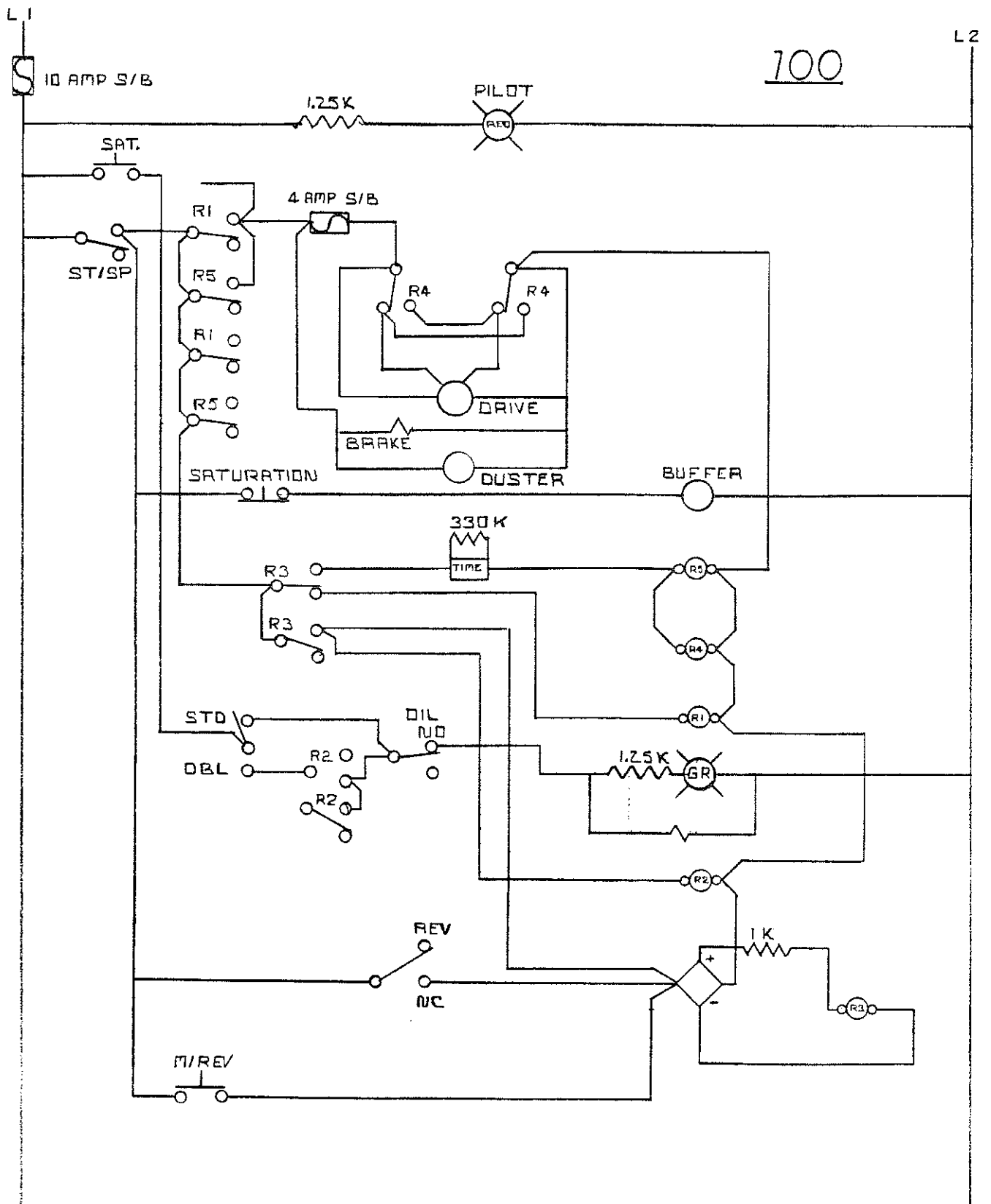


FIGURE 43 SCHEMATIC—MODEL C—SOLID-STATE

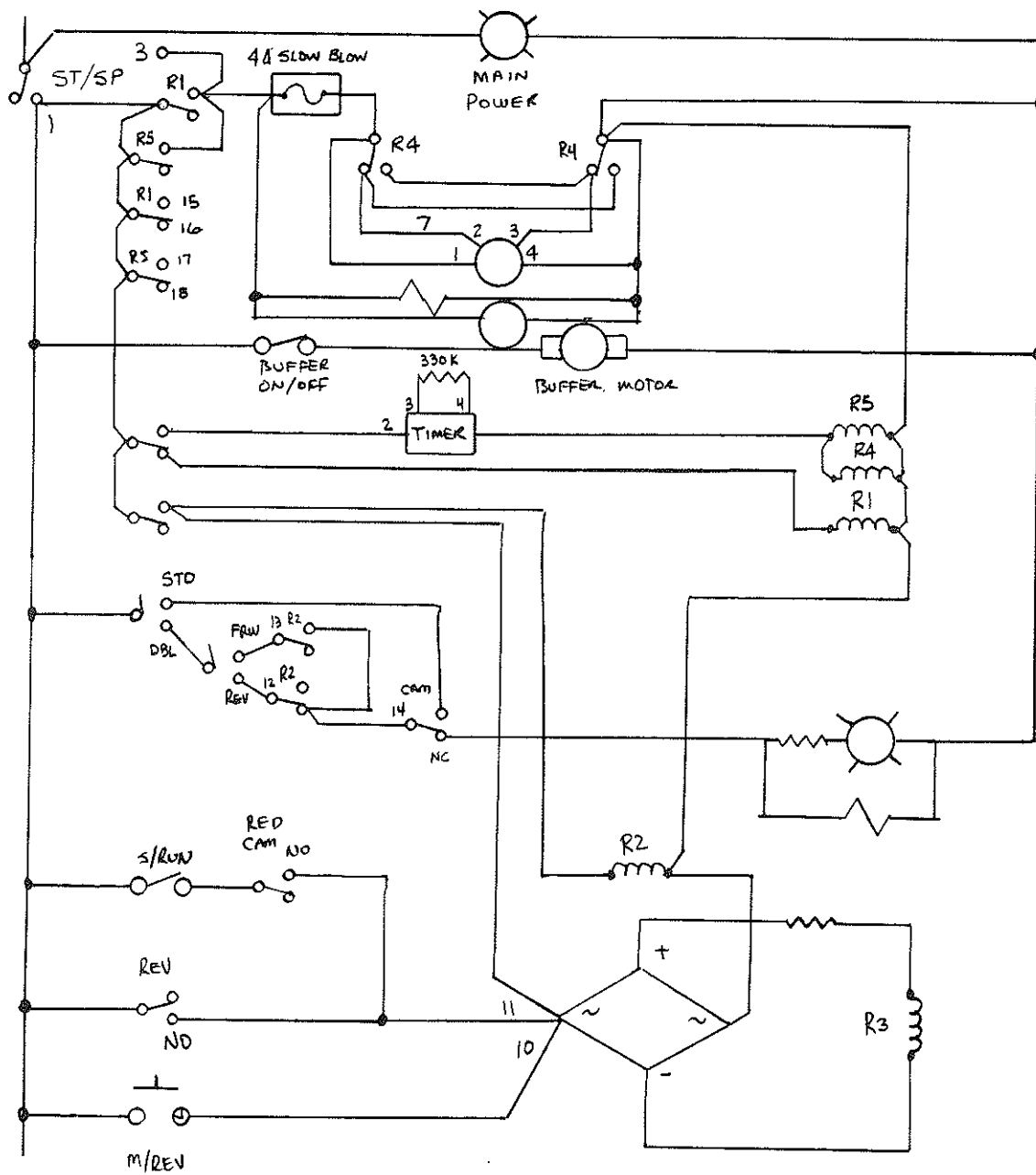


FIGURE 44 WIRING SCHEMATIC MODEL D LC100

ILLUSTRATION INDEX

<u>DESCRIPTION</u>	<u>PAGE NO.</u>
FRAME ASSEMBLY	66
BASE PLATE ASSEMBLY	68
OIL TRANSFER ROLLER, BUFFER AND TANK VIEW	70
DUSTER END OVERVIEW-MODEL A,B & C	72
DASH ASSEMBLY-MODEL C	74
DASH ASSEMBLY-MODEL B #033251 AND UP	76
DASH ASSEMBLY-MODEL A & B BELOW #033251	78
HOOD ASSEMBLY	80
DRIVE SHAFT ASSEMBLY	82
DRIVE MOTOR ASSEMBLY	84
CAM BOX ASSEMBLIES-MODEL A, B & C	86
OIL TRANSFER ROLLER ASSEMBLY	88
BUFFER BEARING ASSEMBLIES	90
CORD ARM ASSEMBLY	92
DUSTER IDLER ASSEMBLY-MODEL D LC100	94
DUSTER DRIVE ASSEMBLY-MODEL D LC100	96
MICRO BLOCK ASSEMBLY-MODEL D LC100	98
CAM BOX ASSEMBLY-MODEL D LC100	100
FRAME ASSEMBLY-MODEL D LC100	102
DASH ASSEMBLY-MODEL D LC100	104
DUSTER ROLLER MOUNT ASSEMBLY-MODEL D LC100	106
DUSTER TUBE ASSEMBLY-MODEL D LC100	108
POWER CORD ASSEMBLIES	110
DUSTER IDLER BRACKET ASSEMBLY	112
DUSTER DRIVE BRACKET ASSEMBLY	114
BUFFER ADJUSTING BLOCK ASSEMBLY	116
FRONT GUIDE BRACKET ASSEMBLY	118
PRESSURE ADJUSTING TOOLS	120
HANDLE ASSEMBLY	122
OPTIONAL SHUT OFF ARM LINKAGE	124
CHAIN IDLER ASSEMBLY	126
BUFFER DRIVE BELT TIGHTENER ASSEMBLY	128
TERMINAL BLOCK ASSEMBLY MODEL D LC100	130
GEMINI STYLE OIL TANK ASSEMBLY	132
STANDARD STYLE OIL TANK ASSEMBLY	134

FRAME ASSEMBLY

PART #	DESCRIPTION
01-023	10-32 X 3/4 INCH SLOTTED PAN HEAD MACHINE SCREW
01-025	10-32 X 1 INCH SLOTTED PAN HEAD MACHINE SCREW
01-033	#10 EXTERNAL TOOTH LOCKWASHER
01-036	3/16 INCH FLATWASHER
01-041	1/4-20 X 1/4 INCH HEX SOCKET HEAD SET SCREW, CUP POINT
01-044	1/4-20 X 5/8 INCH HEX HEAD BOLT
01-046	1/4-20 X 3/4 INCH HEX HEAD BOLT
01-052	1/4-20 HEX STEEL MACHINE NUT
01-054	1/4 INCH SPLIT LOCKWASHER
01-070	3/8 INCH SPLIT LOCKWASHER
01-093	1/4-20 X 1 1/2 INCH SLOTTED ROUND HEAD MACHINE SCREW
01-116	1/4+20 X 1 1/2 INCH CARRIAGE BOLT
01-119	3/8-16 SREEL ACORN NUT
04-004	CASTER WHEEL ONLY (NOT FOR 04-071)
04-071	CASTER WHEEL ASSEMBLY
A-0031	OIL DRIP FELT
A-0148	END SIDE HANDLE
A-0511	DUSTER END PLATE HANDLE
A0513	SIDE HANDLE BRACKET
A-0527	FRONT GUIDE SPACER
A-0586	PIVOT CASTER BLOCK
A-0588	FRAME BRACKET
B-0142	END HANDLE HOLDER BRACKET
B-0505	OIL DRIP FELT RETAINER
B-0506	CASTER BRACKET
B-0507	CENTERING GUIDE PLATE
B-5027	CORD ARM BRACKET ASSEMBLY
B-0585-R	PIVOT CASTER BRACKET-RIGHT
B-0585-L	PIVOT CASTER BRACKET-LEFT
B5012	REAR PLATED HANDLE
C-0503	FRONT ELECTRICAL FIREWALL MODEL A, B, & C ONLY (BENT PANEL)
C-0504	REAR ELECTRICAL FIREWALL MODEL C & D ONLY
C-0508	DUSTER END PLATE
C-0610	DASH END PLATE
RP-31	REPLACEMENT CASTER "O" RING ONLY
RP-106	UTHERANE DASH END PLATE ROLLER ASSEMBLY
SA-3012	DUSTER END PLATE ROLLER ASSEMBLY
SA-3013	DASH END PLATE ROLLER ASSEMBLY
SA-3020	FRONT GUIDE BRACKET ASSEMBLY
SA-3130	FRAME ASSEMBLY, 110V, MODEL D
SA 3063	FRAME ASSEMBLY, 220V, MODEL D
A-0468	TERMINAL BLOCK COVER SPACER
SA0033A	TERMINAL BLOCK COVER ASSEMBLY

BASE PLATE ASSEMBLY

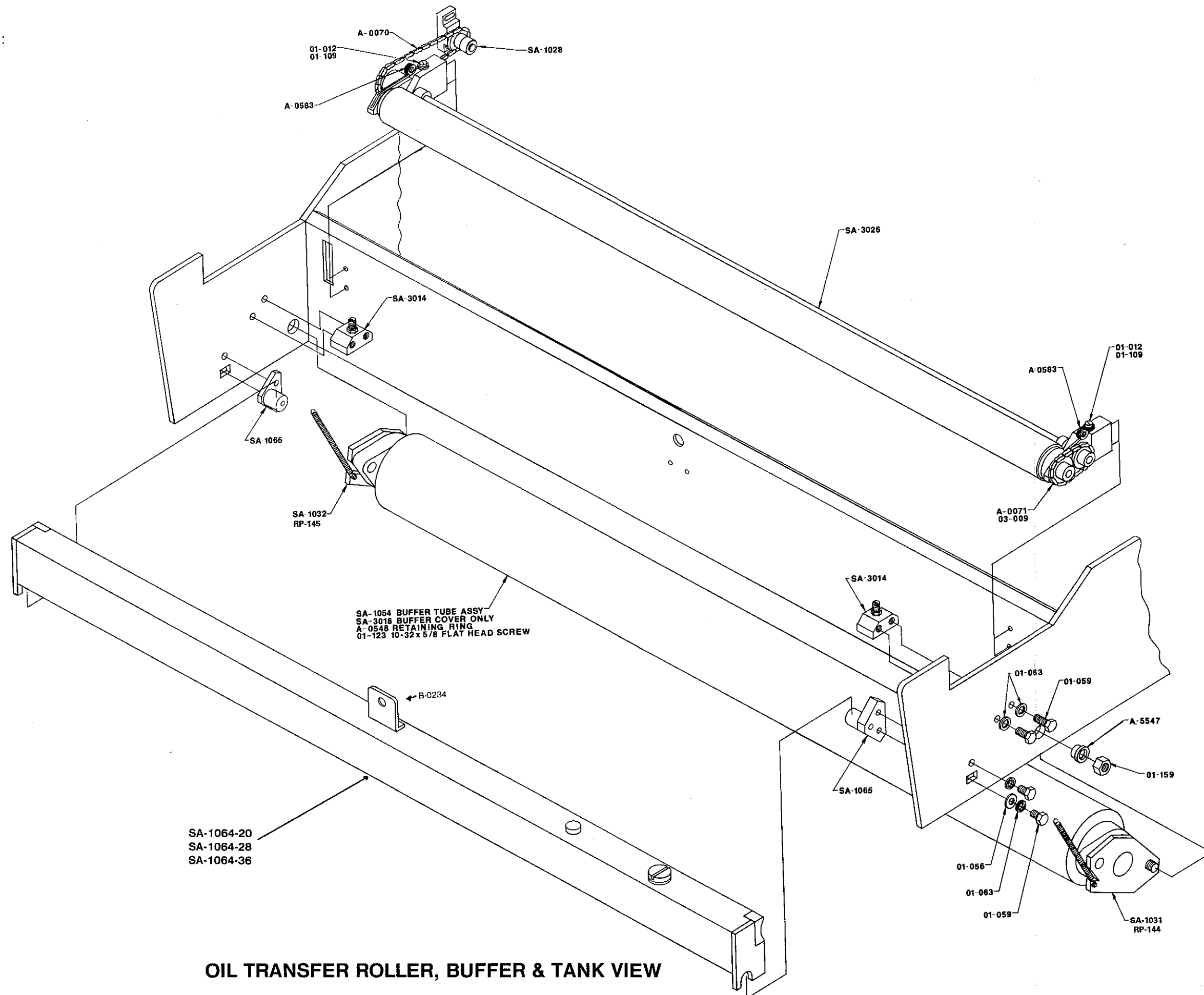
PART #	DESCRIPTION	
01-019	10-32 X 3/8 SLOTTED PAN HEAD MACHINE SCREW	
01-021	10-32 X 1/2 SLOTTED PAN HEAD MACHINE SCREW	
01-031	#10 EXTERNAL TOOTH LOCKWASHER	
01-036	3/16 INCH FLATWASHER	
01-037	3/16 X 1 INCH CLEVIS PIN	
01-038	3/16 X 1 1/2 CLEVIS PIN	
01-039	3/16 X 1 3/4 CLEVIS PIN	
01-040	3/64 X 9/16 HAIR PIN CLIP	
01-041	1/4-20 X 1/4 HEX SOCKET HEAD SET SCREW, CUP POINT	
01-045	1/4-20 X 3/4 CARRIAGE BOLT	
01-052	1/4-20 HEX STEEL MACHINE NUT	
01-054	1/4 INCH SPLIT LOCKWASHER	
01-056	1/4 INCH FLATWASHER	
01-080	1/16 X 1/2 INCH COTTER PIN	
01-098	10-32 X 3/8 HEX SOCKET HEAD SET SCREW, CUP POINT	
01-115	1/4-20 X 1/2 HEX HEAD BOLT	
01-116	1/4-20 X 1 1/2 INCH CARRIAGE HEAD BOLT	
01-118	3/8-16 X 3/4 INCH HEX HEAD BOLT	
01-126	1/16 X 1 9/16 INCH HAIR PIN CLIP	
01-133	1/4-20 X 1 1/2 INCH HEX HEAD BOLT	
01-233	COTTERLESS HITCH PIN	
02-002	SOLENOID 110V, MODEL C & D	
02-074	SOLENOID MODEL A & B	
02-259	SOLENOID, 220V, MODEL D	
03-019	PULLEY	
03-032	SPROCKET	
03-034	PULLEY	
03-038	BUFFER DRIVE BELT MODEL A	
03-040	CONNECTING LINK FOR #35 CHAIN	
03-042	BUFFER DRIVE BELT, MODEL B, C, & D	
A-0022	BASE PLATE GUIDE ROLLER SHAFT	
A-0024	BASE PLATE GUIDE ROLLER SPRING	
A-0041	BEARING DRIVE SHAFT END AND BUFFER MOTOR END	
A-0073	PILLOW BLOCK BEARING SHIM	
A-0231	TANK TILT SPRING RETAINER FRONT	
A-0232	TANK TILT SPRING RETAINER REAR	
A-0233	OIL TANK COMPRESSION SPRING MODEL A & B	
A-0524	DRIVE MOTOR SPACER	
A-0525	TIMING GEAR SHAFT	
A-0552	TANK SOLENOID ARM MODEL A & B	
A-0553	TANK PUSH ROD MODEL A & B	
A-0557	BRAKE PAD	
A-0558	TOP BRAKE BRACKET	
A-0559	BOTTOM BRAKE BRACKET	
A-0565	BRAKE SPRING BOLT	
A-0566	BRAKE SPRING	
A-0568	DRIVE SHAFT CHAIN	
A-0592	BRAKE PIVOT	
A-0593	BRAKE LINKAGE	
A-0594	BRAKE SPACER	
A-0595	BRAKE LEVER	
A-0597	"U" JOINT	
A-0598	"U" JOINT SHAFT	
A-0600	TANK SOLENOID ARM BRACKET MODEL C & D	
A-0601	TANK SOLENOID ARM MODEL C & D	
A-0602	TANK SOLENOID ROD MODEL C & D	
A-0603	TANK PULL ROD MODEL C & D	
A-5037	OIL TANK LINKAGE SPRING	
A-5038	OIL TANK RETURN SPRING	
B-0116	TANK TILT SOLENOID ARM BRACKET	
B-0554	TANK SOLENOID LINKAGE MODEL A & B	
C-0500	LC100 BASE PLATE ONLY	
C-0531	CAM BOX MOUNTING PLATE	
RP-1	REPLACEMENT POINTS - LOWER REVERSING UNIT	
RP-2	REPLACEMENT POINTS - UPPER REVERSING UNIT	
RP-20	BELLOWS ASSEMBLY - REVERSING UNIT	
RP-31	REPLACEMENT CASTER "O" RING ONLY	
RP-107	REPLACEMENT OIL BUFFER MOTOR PREWIRED 110V 10/60 HZ	
SA-1005	BASE PLATE GUIDE ROLLER ASSEMBLY	
SA-1043	BUFFER DRIVE BELT TIGHTENER ASSEMBLY	
SA-3000	LC100 DRIVE SHAFT ASSEMBLY	
SA-3003	REVERSING UNIT ASSEMBLY (UNITS SO EQUIPPED)	
SA-3007	CAM BOX ASSEMBLY MODEL A & B BELOW SERIAL #033251	
SA-3035	LC100 DRIVE MOTOR ASSEMBLY 110 VOLT 50/60 HZ	
SA-3036	LC100 BUFFER MOTOR ASSEMBLY COMPLETE 110 VOLT 50/60 HZ	
SA-3062	BASE PLATE ASSEMBLY, 220V	
SA-3075	LC100 DRIVE MOTOR ASSY. 220V 50/60 HZ	
SA-3076	LC100 BUFFER MOTOR ASSEMBLY COMPLETE 220V 50/60 HZ	
SA-3100	REVERSING UNIT ASSEMBLY MODEL B SERIAL #033251 AND UP	
SA-3103	CAM BOX ASSEMBLY MODEL B SERIAL #033251 AND UP	
SA-3111	REVERSING UNIT ASSEMBLY MODEL C NON SOLID-STATE	
SA-3114	CAM BOX ASSEMBLY MODEL C	
SA-3115	BASE PLATE ASSEMBLY, 110V	
SA-3129	CAM BOX ASSEMBLY MODEL D LC100	

OIL TRANSFER ROLLER, BUFFER & TANK VIEW

PART #	DESCRIPTION
01-012	8-32 X 5/8 SLOTTED PAD HEAD MACHINE SCREW
01-056	1/4 INCH FLAT WASHER
01-059	5/16-18 X 3/4 HEX HEAD BOLT
01-063	5/16 SPLIT LOCKWASHER
01-109	#8 FLATWASHER
01-123	10-32 X 5/8 SLOTTED FLAT HEAD MACHINE SCREW
01-159	7/16-20 NYLON INSERT HEX LOCKNUT
03-009	CONNECTING LINK
04-158	RETAINING RING
A-0069	DRIVE SHAFT CHAIN
A-0070	IDLER SPROCKET CHAIN
A-0071	OIL TRANSFER ROLLER CHAIN
A-0263	TANK DIPSTICK WASHER
A-0548	RETAINING RING BUFFER TUBE COVER
A-0583	OIL TRANSFER ROLLER SPRING
A-0632	DRESSING TANK ADJUSTING BOLT
A-0633	DRESSING TANK ADJUSTING PIVOT ROD
A-5547	BEARING STUD BUSHING
B-0227	DRESSING TANK METAL RETAINER
B-0228-20	DRESSING TANK FELT 20 INCH TONGUE
B-0228-28	DRESSING TANK FELT 28 INCH TONGUE
B-0228-36	DRESSING TANK FELT 36 INCH TONGUE
B-0234	DRESSING TANK PUSH ROD BRACKET
RP-144	BUFFER DRIVE BEARING KIT
RP-145	BUFFER IDLER BEARING REPLACEMENT KIT
SA-1028	CHAIN IDLER ASSEMBLY
SA-1031	DRESSING BUFFER DRIVE BEARING ASSEMBLY
SA-1032	DRESSING BUFFER IDLER BEARING ASSEMBLY
SA-1054	BUFFER TUBE ASSEMBLY - COMPLETE
SA-1064-20	DRESSING TANK ASSEMBLY - 20 INCH TONGUE WICK
SA-1064-28	DRESSING TANK ASSEMBLY - 28 INCH TONGUE WICK
SA-1064-36	DRESSING TANK ASSEMBLY - 36 INCH TONGUE WICK
SA-1065	DRESSING TANK ADJUSTING ARM ASSEMBLY
SA-3014	BUFFER ADJUSTING BLOCK ASSEMBLY
SA-3018	BUFFER TUBE COVER ASSEMBLY
SA-3026	OIL TRANSFER ROLLER ASSEMBLY - ALL 100'S ONLY
SA-5044	OIL TANK CALIBRATION KIT
SA-6525	DRESSING TANK DIPSTICK ASSEMBLY

NOT SHOWN:

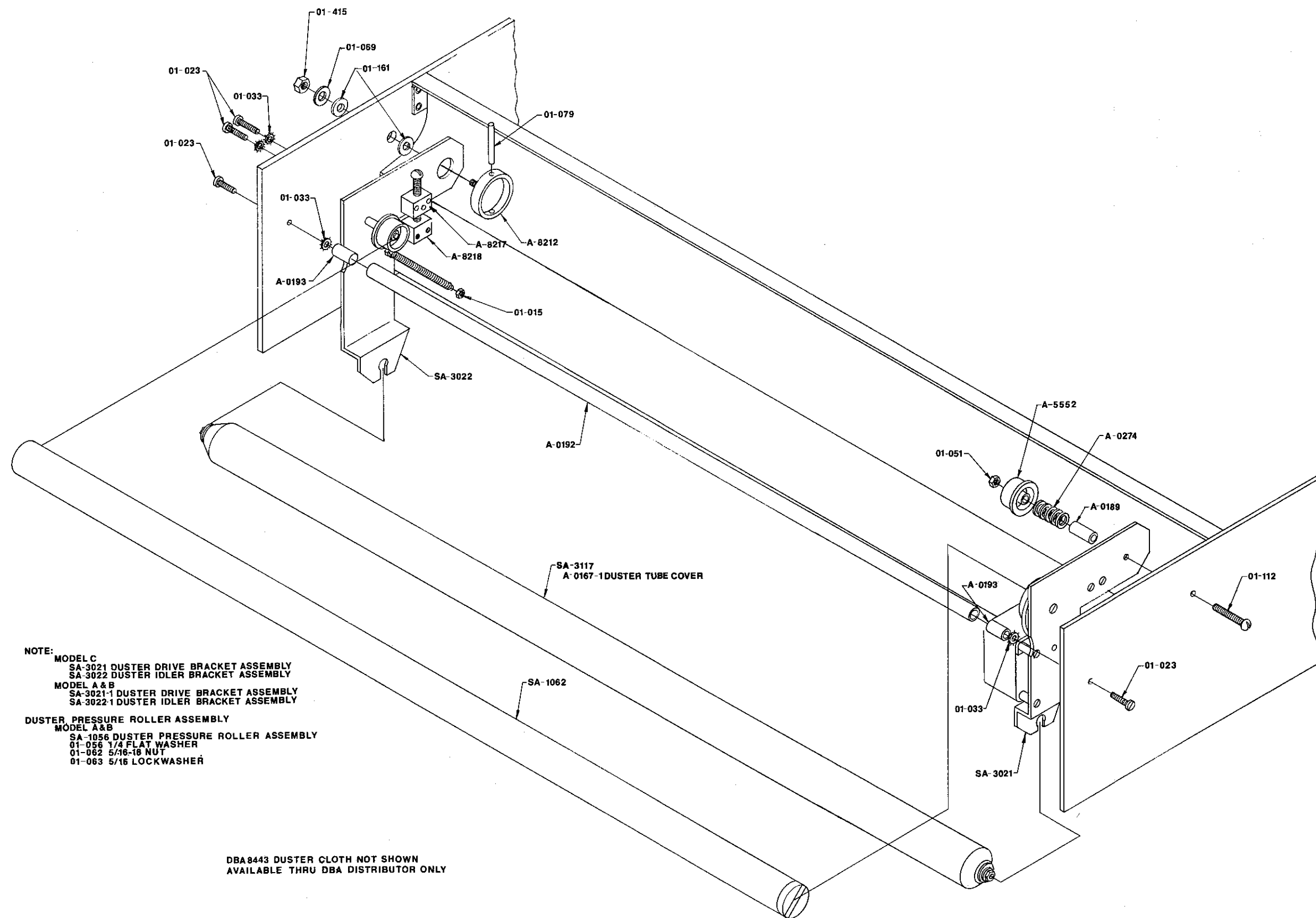
A-0263
A-0632
A-0633
A-5044
B-0227
B-0228-20
B-0228-28
B-0228-36
SA-6525
04-158
A-0069



OIL TRANSFER ROLLER, BUFFER & TANK VIEW

DUSTER END OVERVIEW

PART #	DESCRIPTION
01-015	8-32 HEX STEEL MACHINE NUT - PLTD
01-023	10-32 X 3/4 PAN HD MACHINE SCREW
01-033	#10 EXT TOOTH LOCKWASHER, PLATED
01-051	1/4-20 LOCK NUT
01-056	1/4 FLAT WASHER TYPE A PLTD
01-062	5/16-18 HEX NUT
01-063	5/16 LOCK WASHER ZINC
01-069	WASHER 3/8 USS TYPE "A" FLAT
01-079	1/8 X 2 ROLL PIN - PLATED
01-112	1/4-20 X 2-1/4 SLOT ROUND HEAD
01-161	PHENOLIC WASHER
01-415	3/8-16 HEX THIN LOCK NUT
A-0167-1	DUSTER TUBE COVER
A-0189	STEEL ROLLER SPACER - SHORT
A-0192	CLOTH IDLER TUBE
A-0193	CLOTH IDLER TUBE SUPPORT END
A-0274	DUSTER SPRING - MOTOR SIDE
A-5545	CLOTH IDLER END
A-5552	CLOTH IDLER SUPPORT
A-8212	DUSTER CLOTH IDLER
A-8217	DUSTER ADJUSTING BLOCK
A-8218	DUSTER STOP
A-8224	DUSTER ALIGNMENT NUT
A-8225	DUSTER ALIGNMENT WASHER
SA-1056	DUSTER PRESSURE ROLLER ASSEMBLY
SA-1062	DUSTER CLOTH DRIVE TUBE ASSEMBLY
SA-3021	DUSTER DRIVE BRACKET ASSEMBLY - MODEL C
SA-3021-1	DUSTER DRIVE BRACKET ASSEMBLY - MODEL A & B
SA-3022	DUSTER IDLER BRACKET ASSEMBLY - MODEL C
SA-3022-1	DUSTER IDLER BRACKET ASSEMBLY - MODEL A & B
SA-3117	DUSTER PRESSURE ROLLER ASSEMBLY

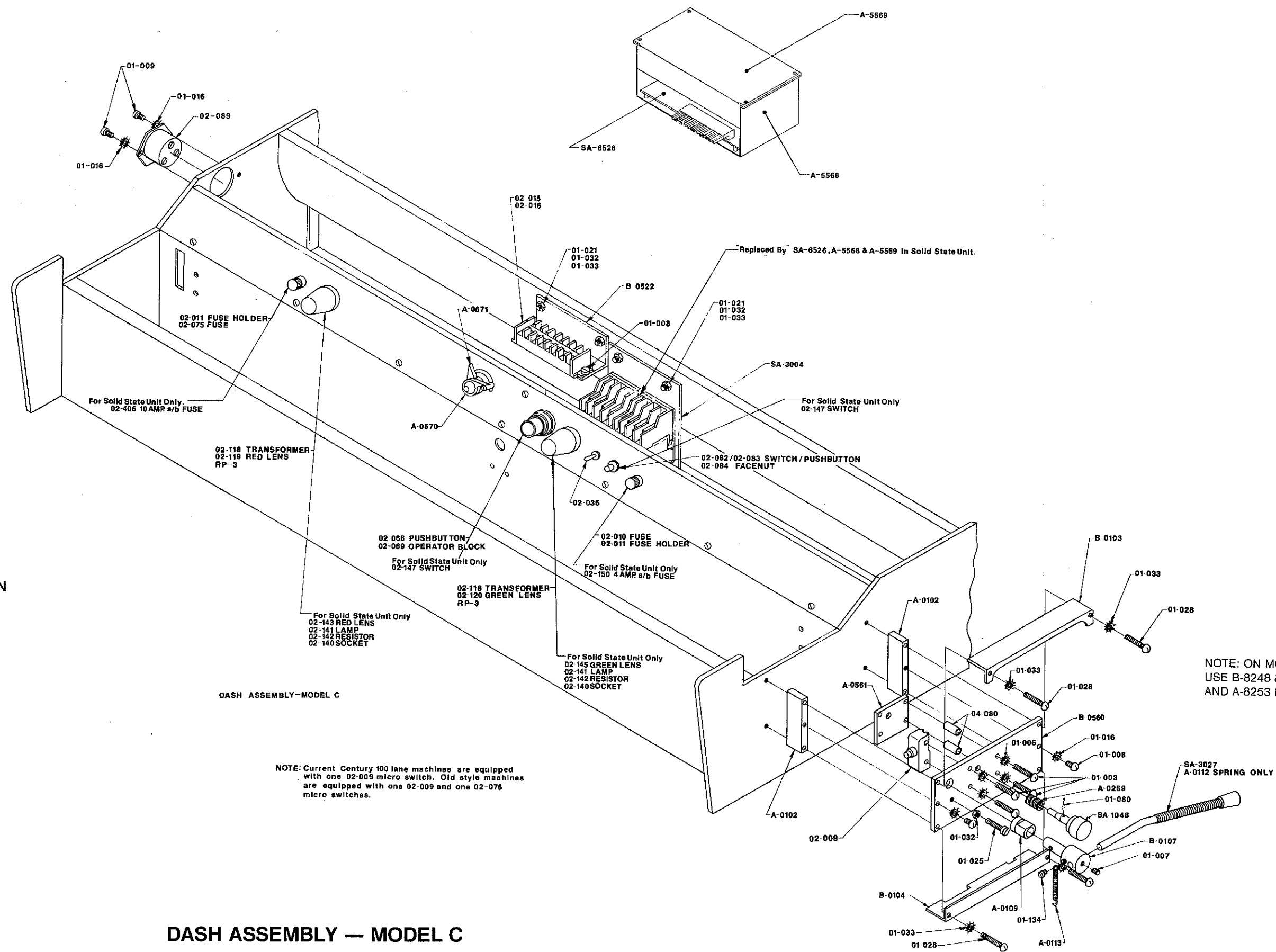


DUSTER END OVERVIEW MODEL A, B & C

A-0269	STARTER BUTTON SPRING
A-0561	STARTER BOX MICRO MOUNTING PLATE
A-0570	DISTANCE POINTER
A-0571	OIL POINTER
A-5568	HEADER BOX
A-5569	HEADER COVER
B-0103	STARTER BOX TOP COVER
B-0104	STARTER BOX BOTTOM COVER
B-0107	SHUT OFF SHAFT
B-0522	TERMINAL BLOCK MOUNTING ANGLE
B-0560	STARTER BOX FRONT PLATE
RP-3	PILOT LIGHT BULB
SA-1048	STARTER BUTTON ASSEMBLY
SA-3004	CONTRACTOR ASSEMBLY
SA-3027	SHUT OFF ARM ASSEMBLY
SA-6526	CIRCUIT BOARD

DRIVE ASSEMBLY - MODEL C

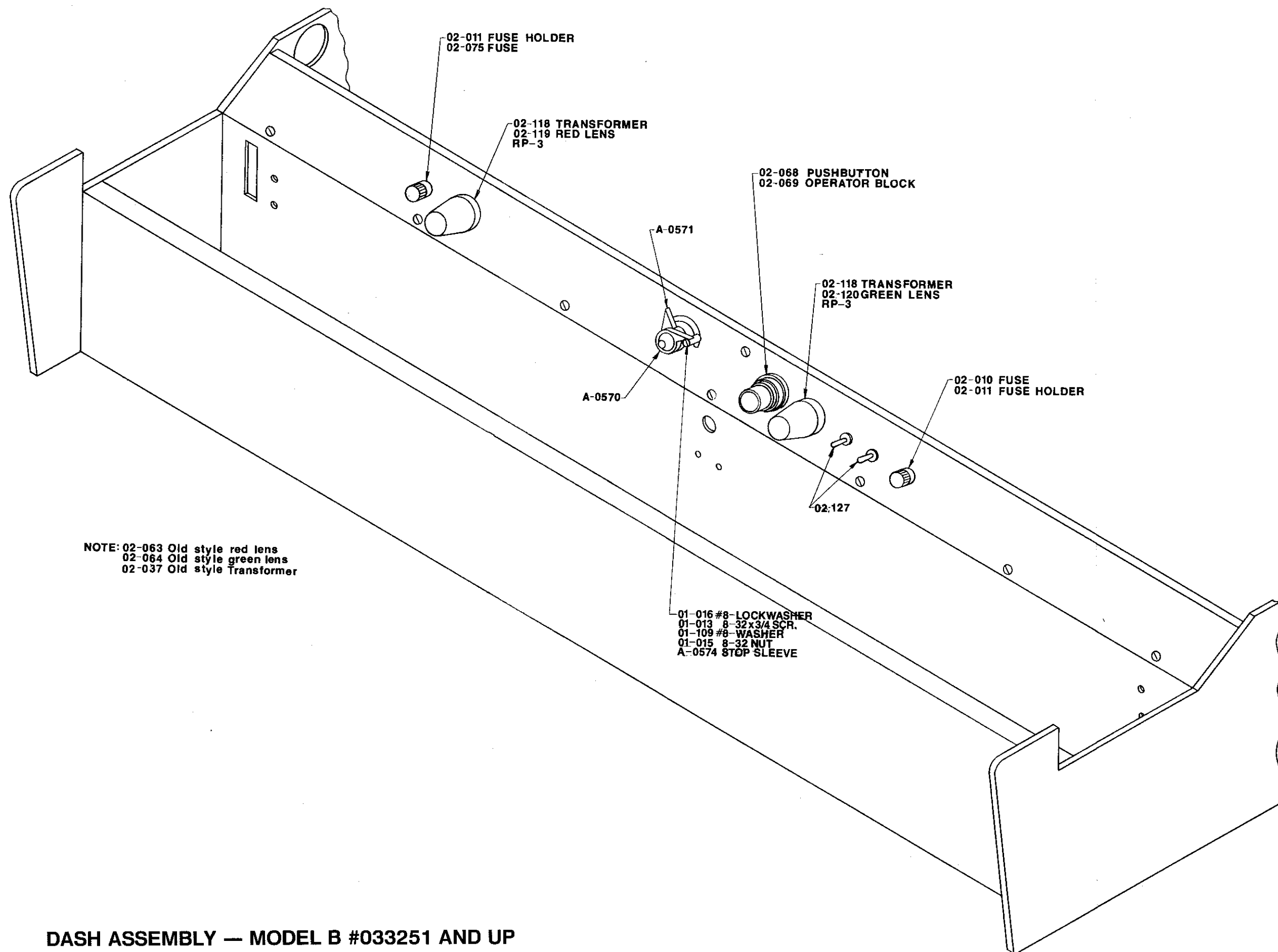
PART #	DESCRIPTION
01-003	6-32 X 1-1/4 SLOTTED ROUND HEAD MACHINE SCREW
01-006	8-32 X 3/16 HEX SOCKET HEAD SET SCREW, CUP POINT
01-007	8-32 X 1/4 HEX SOCKET HEAD SET SCREW, CUP POINT
01-008	8-32 X 1/4 SLOTTED PAN HEAD MACHINE SCREW
01-009	8-32 X 3/8 SLOTTED PAN HEAD MACHINE SCREW
01-013	8-32 X 3/4 PAN SCREW
01-015	8-32 HEX STEEL MACHINE NUT
01-016	#8 EXT. TOOTH LOCKWASHER, PLATED
01-021	10-32 X 1/2 PAN HEAD MACHINE SCREW
01-023	10-32 X 3/4 SLOTTED PAN HEAD MACHINE SCREW
01-025	10-32 X 1 SLOTTED PAN MACHINE SCREW
01-028	10-32 X 1-1/2 ROUND HEAD SCREW
01-032	NUT 10-32 HEX STEEL PLATED
01-033	#10 EXTERNAL LOCKWASHER
01-051	1/4-20 NYLON INSERT HEX LOCKNUT
01-056	1/4 FLAT WASHER
01-062	5/16-18 HEX STEEL MACHINE NUT
01-063	5/16 SPLIT LOCKWASHER
01-069	3/8 FLAT WASHER
01-079	1/8 DIA X 2 ROLL PIN
01-080	1/16 X 1/2 COTTER PIN
01-109	#8 FLAT WASHER
01-112	1/4-20 X 2 SLOTTED ROUND HEAD MACHINE SCREW
01-134	10-24 X 3/8 MACHINE SCREW
01-161	PHENOLIC WASHER
01-415	3/8-16 NYLON INSERT HEX LOCKNUT
02-009	SWITCH START/STOP
02-010	FUSE 6-1/4 AMP
02-011	FUSE HOLDER
02-015	SECTIONAL TERMINAL BLOCK
02-016	TERMINAL BLOCK END SECTION
02-035	SWITCH
02-068	PUSH-BUTTON OPERATOR
02-069	PUSH-BUTTON OPERATOR BLOCK
02-075	FUSE - 15 AMP
02-082/083	SWITCH PUSH-BUTTON MODULE
02-084	KNURLED FACE NUT
02-089	3 WIRE PLUG
02-118	TRANSFORMER
02-119	RED LENS
02-120	GREEN LENS
02-139	CONNECTOR HOUSING
02-140	SOCKET
02-141	LAMP
02-142	RESISTOR
02-143	RED LENS
02-217	BUFFER MOTOR RELAY
04-078	RUBBER GROMMET
A-0102	STARTER BOX LEFT SIDE PLATE
A-0109	SHUT OFF CAM



DASH ASSEMBLY — MODEL C

DASH ASSEMBLY - MODELS A & B BELOW #033251

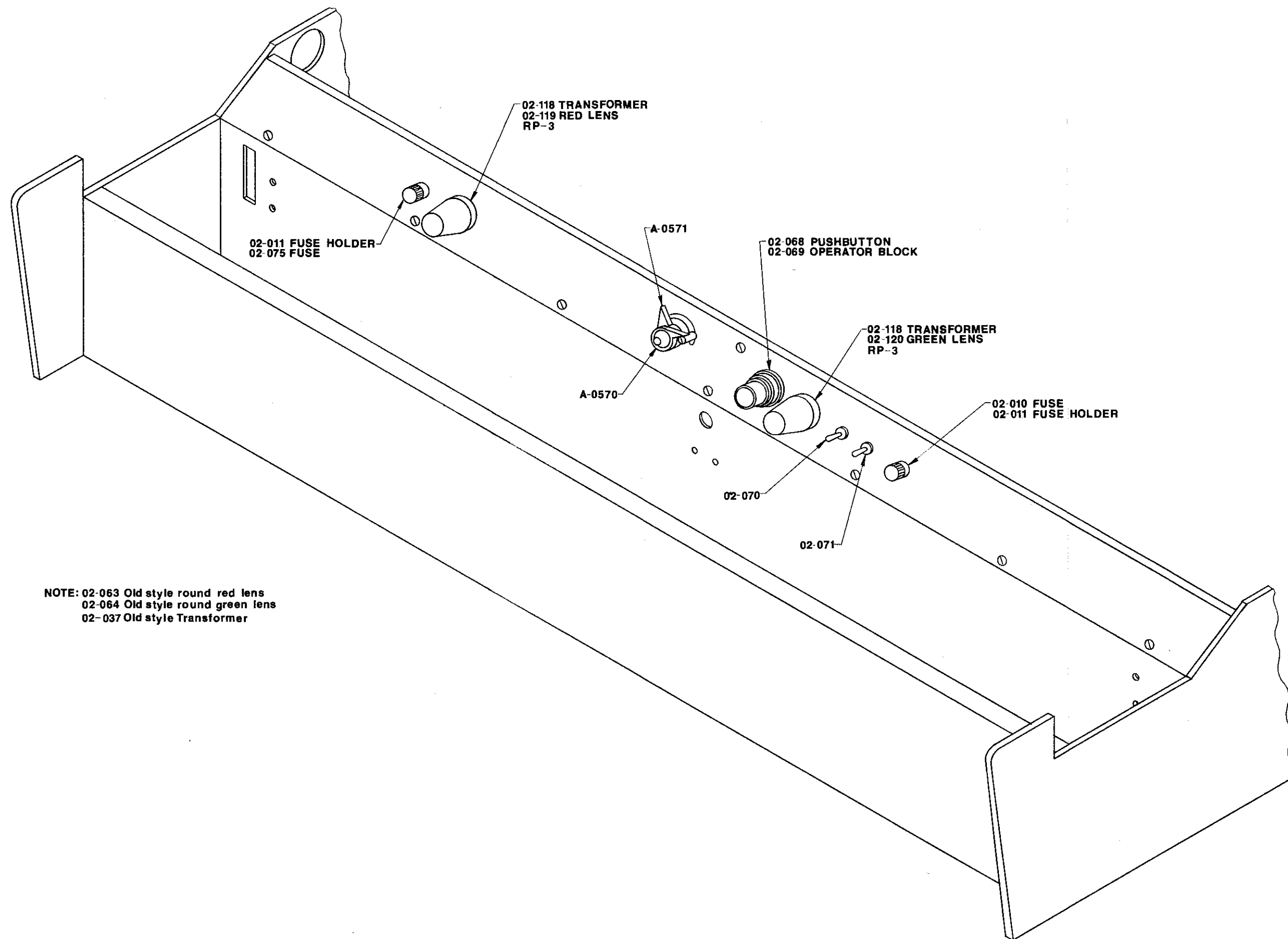
PART #	DESCRIPTION
02-010	FUSE 6 1/4 AMP SLOW BLOW
02-011	FUSE HOLDER
02-037	OLD STYLE TRANSFORMER
02-063	RED LENS - OBSOLETE <u>NO LONGER AVAILABLE</u>
02-064	GREEN LENS - OBSOLETE <u>NO LONGER AVAILABLE</u>
02-068	PUSH-BUTTON OPERATOR <u>NO LONGER AVAILABLE</u>
02-069	PUSH-BUTTON OPERATOR BLOCK <u>NO LONGER AVAILABLE</u>
02-070	SWITCH
02-071	SWITCH
02-075	FUSE 15 AMP SLOW BLOW
02-118	TRANSFORMER
02-119	RED LENS-NOTCHED BOTTOM
A-0570	DISTANCE POINTER - BLACK
A-0571	OIL POINTER-GREEN
RP-3	REPLACEMENT LIGHT BULB



DASH ASSEMBLY — MODEL B #033251 AND UP

DASH ASSEMBLY - MODEL B #033251 AND UP

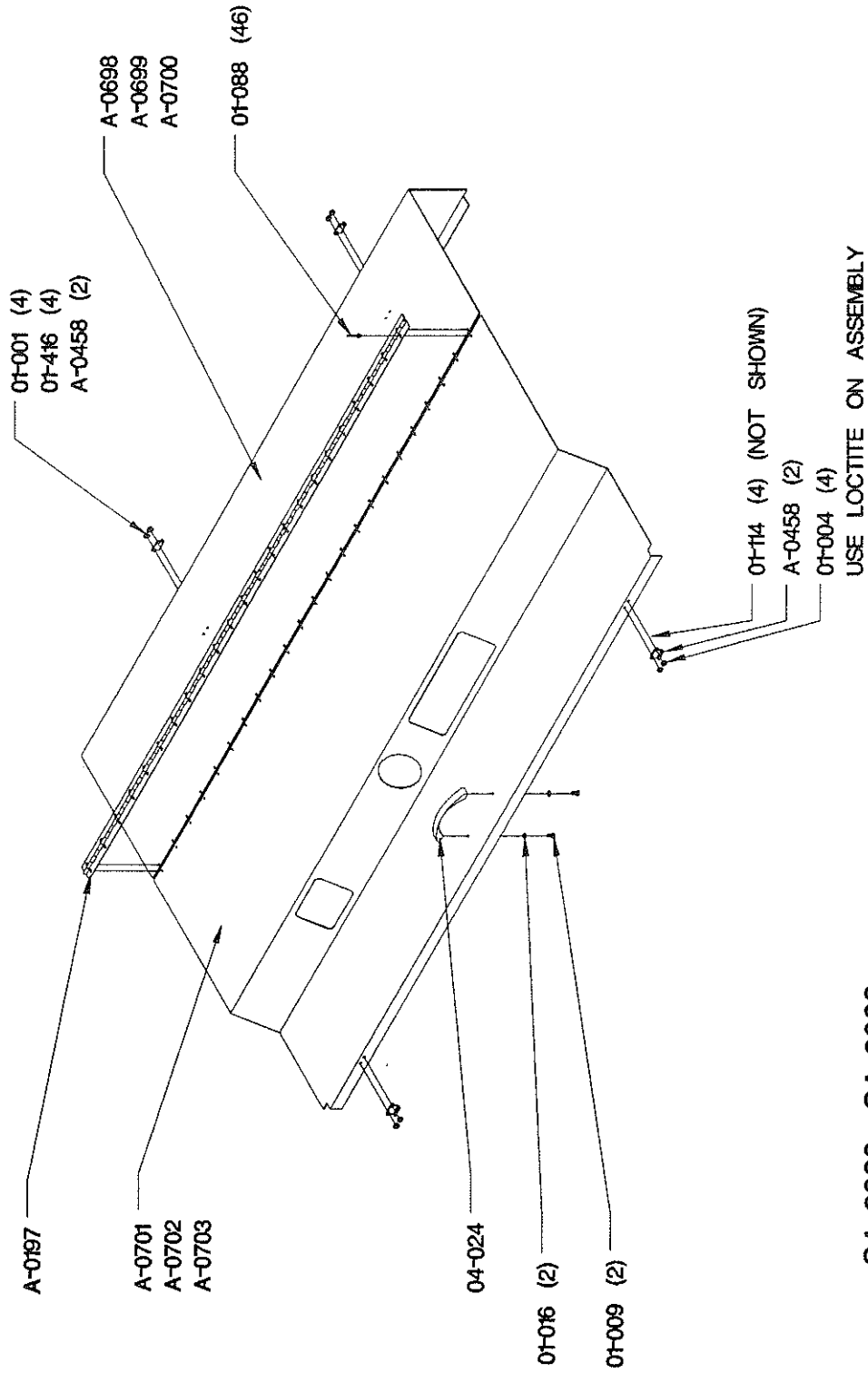
PART #	DESCRIPTION
02-010	FUSE 6 1/4 AMP SLOW BLOW
02-011	FUSE HOLDER
02-037	OLD STYLE TRANSFORMER
02-063	RED LENS - OBSOLETE <u>NO LONGER AVAILABLE</u>
02-064	GREEN LENS - OBSOLETE <u>NO LONGER AVAILABLE</u>
02-068	PUSH-BUTTON OPERATOR <u>NO LONGER AVAILABLE</u>
02-069	PUSH-BUTTON OPERATOR BLOCK <u>NO LONGER AVAILABLE</u>
02-070	SWITCH
02-071	SWITCH
02-075	FUSE 15 AMP SLOW BLOW
02-118	TRANSFORMER
02-119	RED LENS-NOTCHED BOTTOM
02-120	GREEN LENS-NOTCHED BOTTOM
A-0570	DISTANCE POINTER-BLACK
A-0571	OIL POINTER-GREEN
RP-3	REPLACEMENT LIGHT BULB
02-127	SWITCH



DASH ASSEMBLY — MODELS A & B BELOW #033251

HOOD ASSEMBLY MODELS A, B, C & D

PART #	DESCRIPTION
01-001	6-32 X 3/8 SLOTTED ROUND HEAD MACHINE SCREW
01-002	6-32 X 1/2 SLOTTED ROUND HEAD MACHINE SCREW
01-004	6-32 HEX STEEL MACHINE NUT
01-005	#6 EXTERNAL TOOTH LOCKWASHER
01-009	8-32 X 3/8 PAN HEAD MACHINE SCREW
01-010	8-32 X 1/2 INCH SLOTTED PAN HEAD MACHINE SCREW
01-013	8-32 X 3/4 INCH SLOTTED PAN HEAD MACHINE SCREW
01-016	#8 EXTERNAL TOOTH LOCKWASHER
01-088	1/8 DIA X 1/8 ALUMINUM POP RIVET
01-114	6-32 X 1/4 SLOTTED FLAT HEAD MACHINE SCREW, PLATED
01-416	6-32 NYLON INSERT LOCKNUT
04-024	HOOD PULL
A-0458	DRAW PULL CATCH MODIFICATION
A-0197	HOOD HINGE
A-0698	FRONT HOOD, CENTURY
A-0699	FRONT HOOD, AMF
A-0700	REAR HOOD, BRUNSWICK
A-0701	REAR HOOD, CENTURY
A-0702	REAR HOOD, AMF
A-0703	REAR HOOD, BRUNSWICK
B-0198	HOOD HANGER
SA-3006	HOOD ASSEMBLY, CENTURY
SA-3067	HOOD ASSEMBLY, AMF
SA-3068	HOOD ASSEMBLY, BRUNSWICK

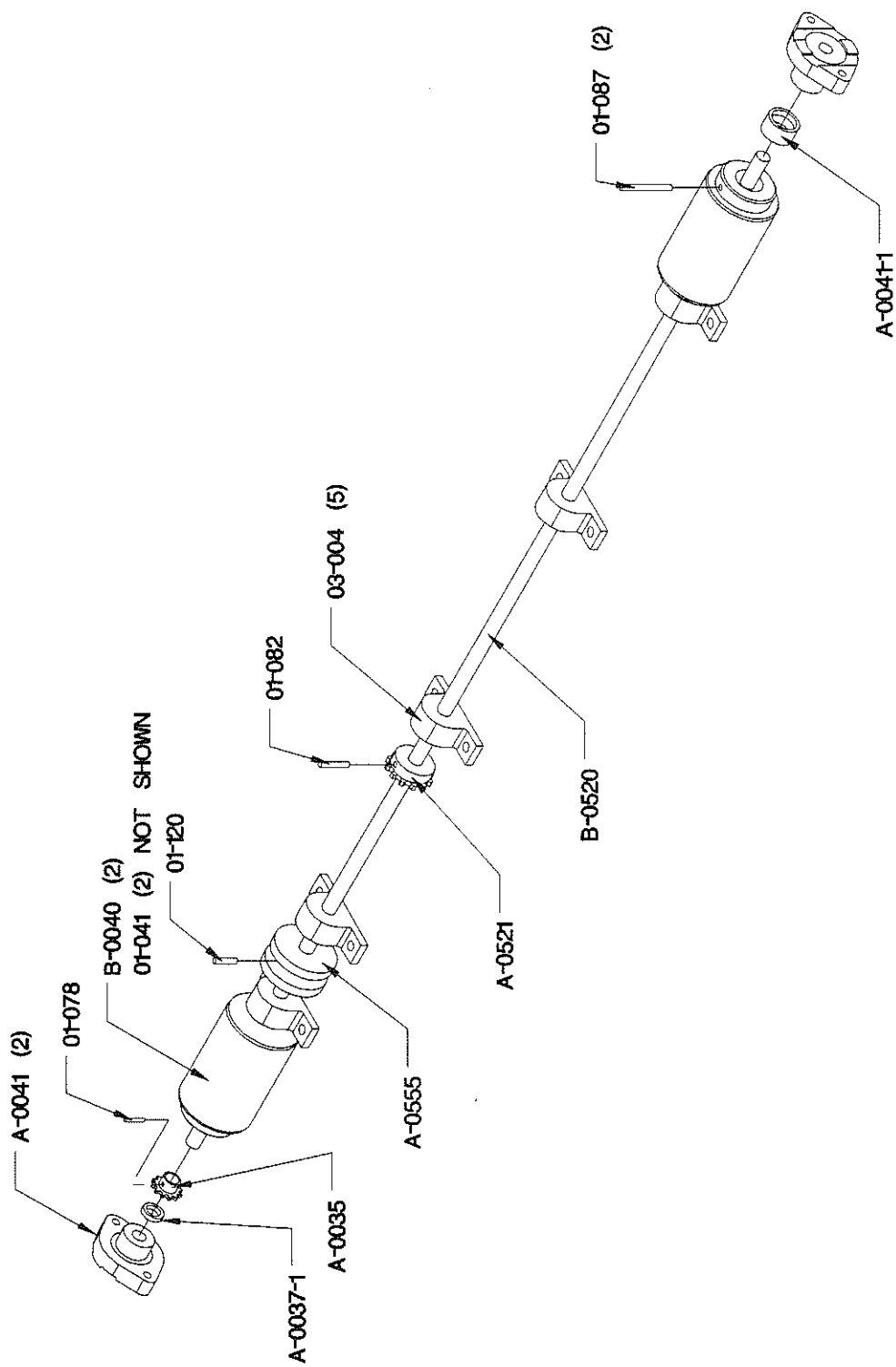


SA-3066, SA-3068
HOOD ASSEMBLY

REV. SA3066 B

DRIVE SHAFT ASSEMBLY

PART #	DESCRIPTION
01-041	1/4-20 X 1/4 HEX SOCKET HEAD SET SCREW, CUP POINT
01-078	1/8 X 3/4 ROLL PIN
01-082	3/16 X 1 1/8 ROLL PIN
01-087	3/16 X 2 ROLL PIN
01-120	3/16 X 7/8 ROLL PIN
03-004	PILLOW BLOCK BEARING
A-0035	DRIVE SHAFT SPROCKET MODIFICATION
A-0037-1	DRIVE SHAFT SPACER
A-0041	DRIVE SHAFT BEARING
A-0041-1	BEARING LOCK COLLAR
A-0073	PILLOW BLOCK SHIM (NOT SHOWN)
A-0521	DRIVE SHAFT SPROCKET
A-0555	BRAKE DISC
B-0040-R	DRIVE WHEEL HUB-RIGHT
B-0040-L	DRIVE WHEEL HUB-LEFT
B-0040	DRIVE WHEEL HUB-PAIR RIGHT & LEFT
B-0520	DRIVE SHAFT
SA-3000	LC100 DRIVE SHAFT ASSEMBLY

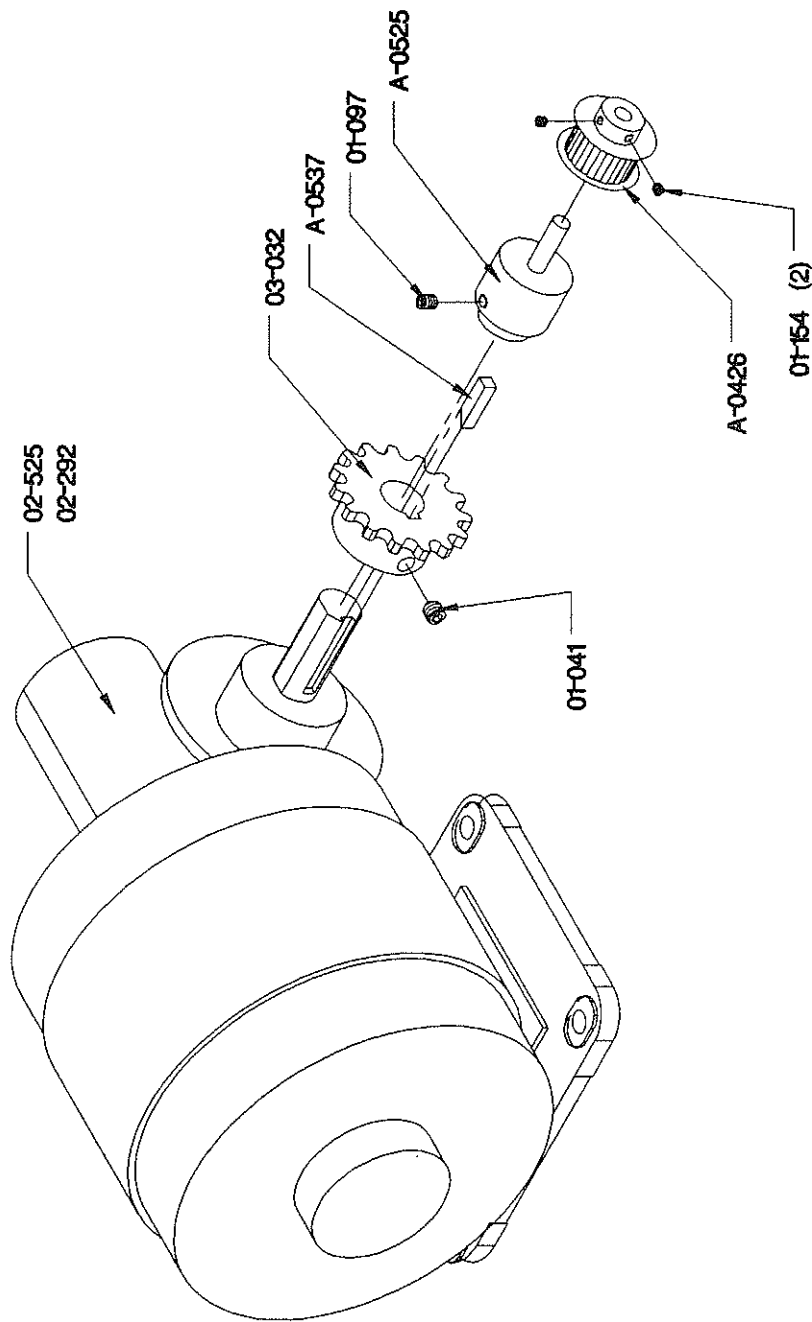


SA-3000 DRIVE SHAFT ASSEMBLY

REV. SA3000 A

DRIVE MOTOR ASSEMBLY

PART #	DESCRIPTION
01-097	10-32 X 1/4 HEX SOCKET HEAD SET SCREW, CUP POINT
01-154	6-40 X 1/8 HEX SOCKET HEAD SET SCREW, CUP POINT
02-292	GEARMOTOR, 220V
02-525	GEARMOTOR, 110V
03-032	SPROCKET
A-0426	PULLY MODIFICATION
A-0525	TIMING GEAR SHAFT
A-0537	DRIVE SPROCKET KEY
SA-3035	DRIVE MOTOR ASSEMBLY LC100 110 VOLT 50/60 HZ
SA-3075	DRIVE MOTOR ASSEMBLY LC100 220 VOLT 50/60 HZ



SA-3035, SA-3075 DRIVE MOTOR ASSEMBLY

REV. SA3035 B

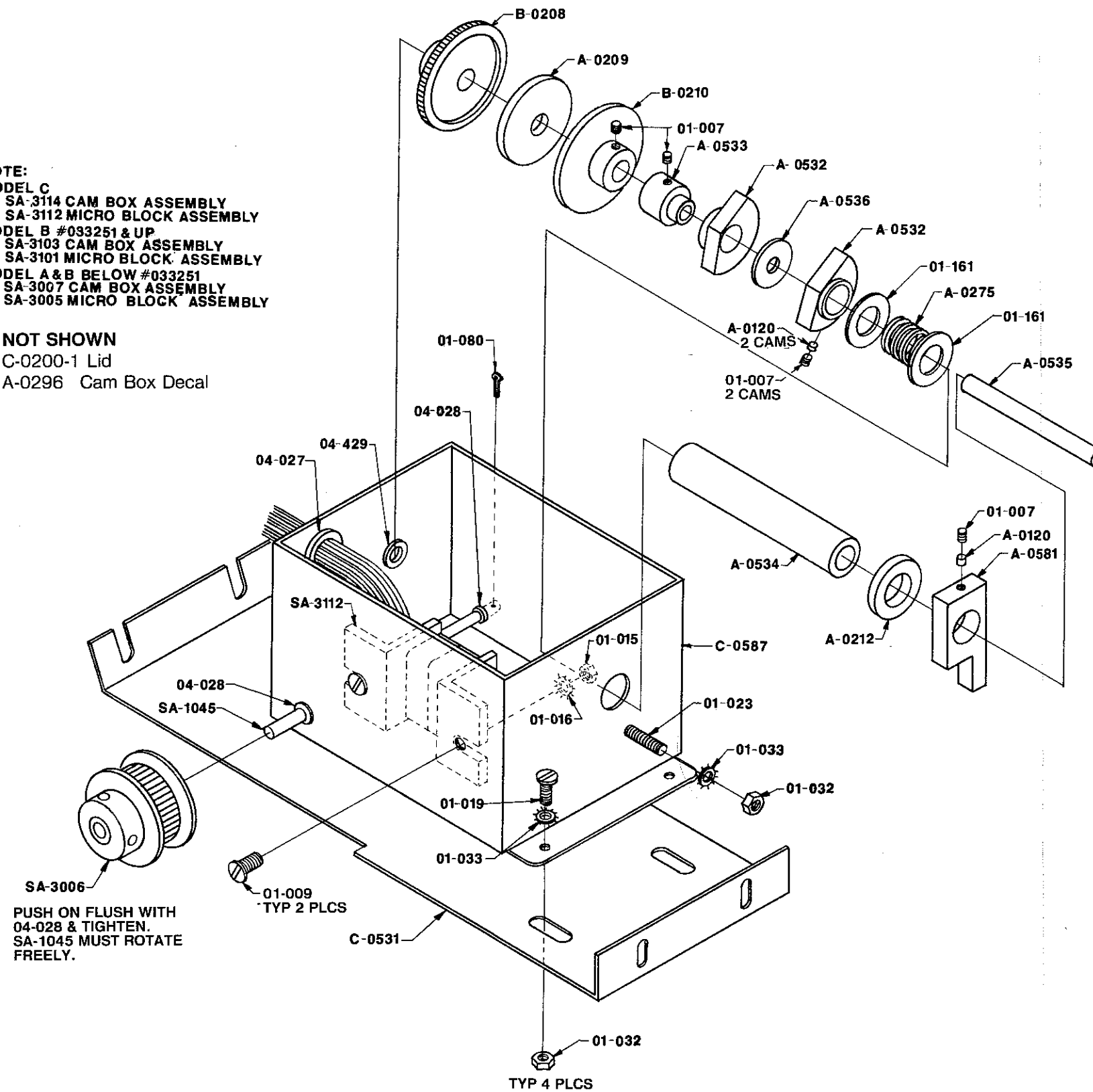
CAM BOX ASSEMBLY

PART #	DESCRIPTION
01-007	8-32 X 1/4 HEX SOCKET HEAD SET SCREW, CUP POINT
01-009	8-32 X 3/8 SLOTTED PAN HEAD MACHINE SCREW
01-015	8-32 HEX STEEL MACHINE NUT, PLATED
01-016	#8 EXTERNAL TOOTH LOCKWASHER
01-019	10-32 X 3/8 SLOTTED PAN HEAD MACHINE SCREW
01-023	10-32 X 3/4 SLOTTED PAN HEAD MACHINE SCREW
01-032	10-32 HEX STEEL MACHINE NUT
01-033	#10 EXTERNAL TOOTH LOCKWASHER
01-080	1/16 DIAM X 1/2 INCH COTTER PIN
01-161	.505 I.D. PHENOLIC WASHER
03-037	CAM BOX BELT
04-027	RUBBER GROMMET
04-028	FLANGED BUSHING
04-029	FLANGED BUSHING
A-0120	SET SCREW SLUG
A-0209	WORM CLUTCH RUBBER DRIVE
A-0212	UPPER CAM SHAFT OUTSIDE SPACER
A-0275	CAM BOX AND BRAKE SPRING
A-0296	CAM BOX DECAL
A-0532	CAM
A-0533	LOWER CAM SHAFT
A-0534	OUTER CAM SHAFT
A-0535	INNER CAM SHAFT
A-0536	CAM CLUTCH
A-0581	DISTANCE CONTROL ARM
B-0208	WORM CLUTCH GEAR DRIVE
B-0210	SLIP CLUTCH PLATE
C-0200-1	CAM BOX LID ONLY
C-0531	CAM BOX MOUNTING PLATE
SA-1045	CAM BOX WORM GEAR SHAFT ASSEMBLY
SA-3005	MICRO BLOCK ASSEMBLY LC100 A & B BELOW SERIAL #033251
SA-3006	CAM BOX PULLEY ASSEMBLY
SA-3007	CAM BOX ASSEMBLY LC 100 A & B BELOW SERIAL #033251
SA-3101	MICRO BLOCK ASSEMBLY MODEL B LC100 SERIAL #033251 & UP
SA-3103	CAM BOX ASSEMBLY MODEL B LC100 SERIAL #033251 & UP
SA-3112	MICRO BLOCK ASSEMBLY MODEL C LC100
SA-3114	CAM BOX ASSEMBLY MODEL C LC100

NOTE:
 MODEL C
 SA-3114 CAM BOX ASSEMBLY
 SA-3112 MICRO BLOCK ASSEMBLY
 MODEL B #033251 & UP
 SA-3103 CAM BOX ASSEMBLY
 SA-3101 MICRO BLOCK ASSEMBLY
 MODEL A & B BELOW #033251
 SA-3007 CAM BOX ASSEMBLY
 SA-3005 MICRO BLOCK ASSEMBLY

NOT SHOWN
 C-0200-1 Lid
 A-0296 Cam Box Decal

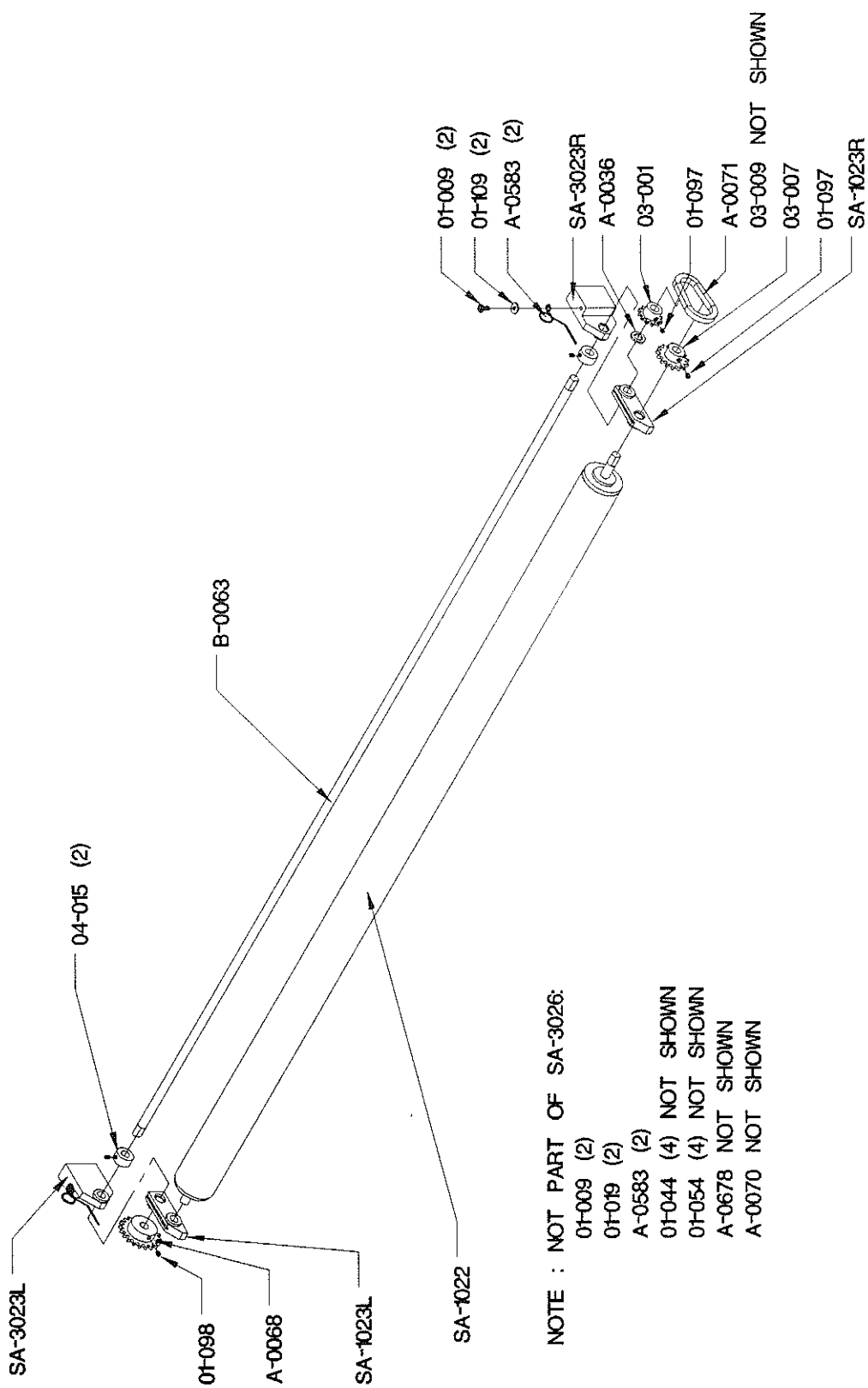
Cam box belt
 03-037



CAM BOX ASSEMBLY MODELS A, B & C

DRESSING TRANSFER ROLLER ASSEMBLY

PART #	DESCRIPTION
01-009	8-32 X 3/8 SLOTTED PAN HEAD MACHINE SCREW, PLATED
01-044	1/4-20 X 5/8 HEX HEAD BOLT, GRADE 5, PLATED
01-054	1/4 INCH SPLIT LOCKWASHER PLATED
01-097	10-32 X X1/4 INCH SOCKET HEAD SET SCREW, CUP POINT
01-098	10-32 X 3/8 INCH SOCKET HEAD SET SCREW, CUP POINT
01-109	#8 USS WROUGHT WASHER, TYPE A PLATED
03-001	SPROCKET
03-007	SPROCKET
03-009	CONNECTING LINK
04-015	SET SCREW COLLAR
A-0036	ROLLER DRIVE SHAFT WASHER
A-0068	RECEIVER SPROCKET
A-0069	DRESSING TRANSFER ROLLER DRIVE CHAIN
A-0070	IDLER SPROCKET CHAIN
A-0071	DRESSING TRANSFER ROLLER CHAIN
A-0583	DRESSING TRANSFER ROLLER SPRING
B-0063	OIL TRANSFER ROLLER DRIVE SHAFT
SA-1022	DRESSING TRANSFER ROLLER ASSEMBLY
SA-1023R	ROLLER SUPPORT ARM ASSEMBLY - RIGHT
SA-1023L	ROLLER SUPPORT ARM ASSEMBLY - LEFT
SA-3023R	DRESSING TRANSFER ROLLER SUPPORT ARM ASSEMBLY - RIGHT
SA-3023L	DRESSING TRANSFER ROLLER SUPPORT ARM ASSEMBLY - LEFT
SA-3026	DRESSING TRANSFER ROLLER DRIVE ASSEMBLY

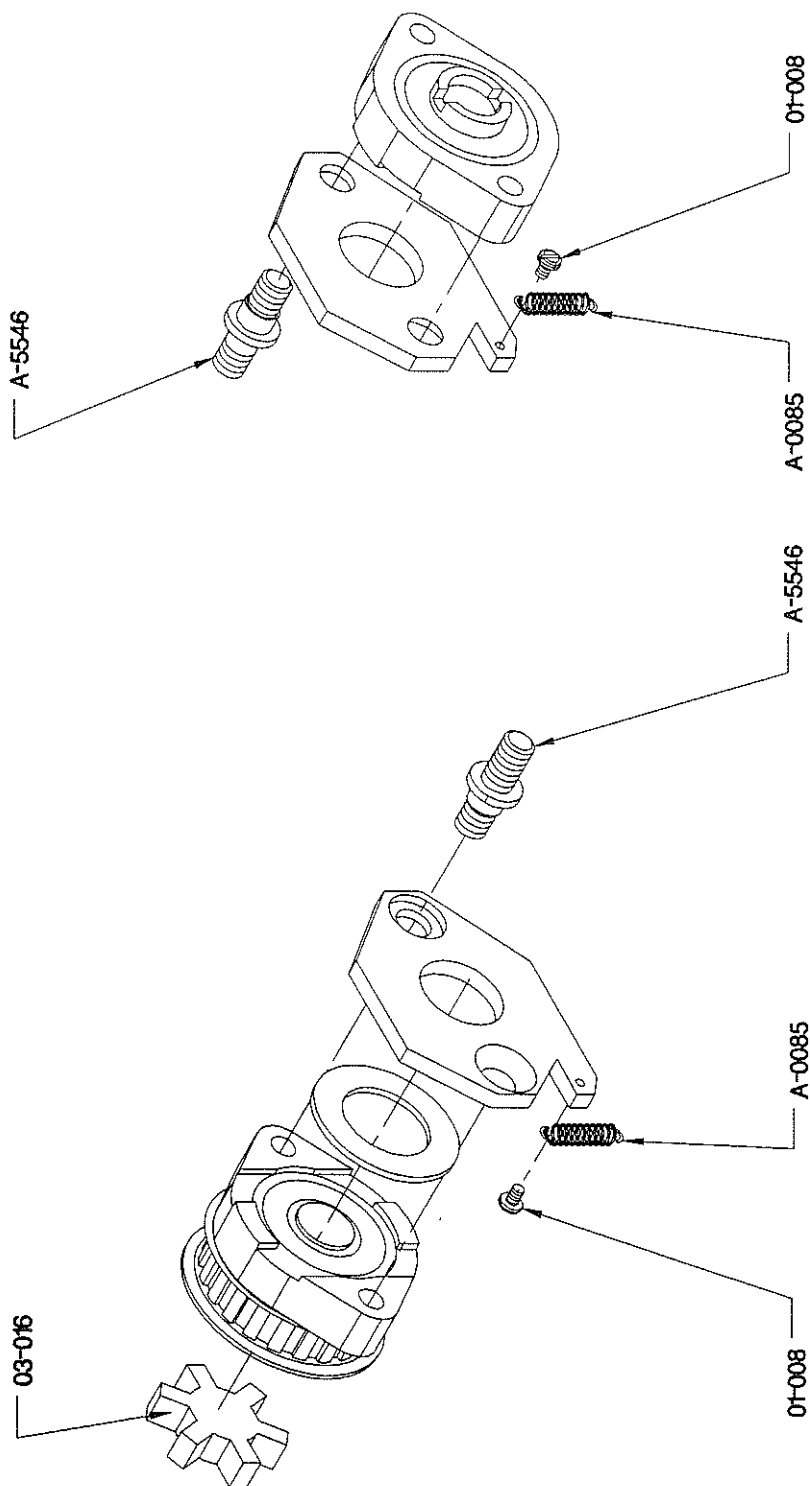


SA-3026 OIL TRANSFER ROLLER ASSEMBLY

REV. ULFG22 A

BUFFERING BEARING ASSEMBLIES

PART #	DESCRIPTION
01-008	8-32 X 1/4 INCH SLOTTED PAN HEAD MACHINE SCREW
01-041	1/4-20 X 1/4 INCH HEX SOCKET HEAD SET SCREW, CUP POINT
01-159	7/16-20 NYLON INSERT LOCKNUT
03-016	COUPLING RUBBER SPIDER
A-5547	SIDE PLATE BUSHING
A-0085	DRESSING BUFFER BEARING MOUNTING PLATE SPRING
A-5546	BEARING MOUNTING STUD
SA-1031	DRESSING BUFFER DRIVE BEARING ASSEMBLY
SA-1032	DRESSING BUFFER IDLER BEARING ASSEMBLY
RP-144	BUFFER DRIVE BEARING REPLACEMENT KIT
RP-145	BUFFER IDLER BEARING REPLACEMENT KIT



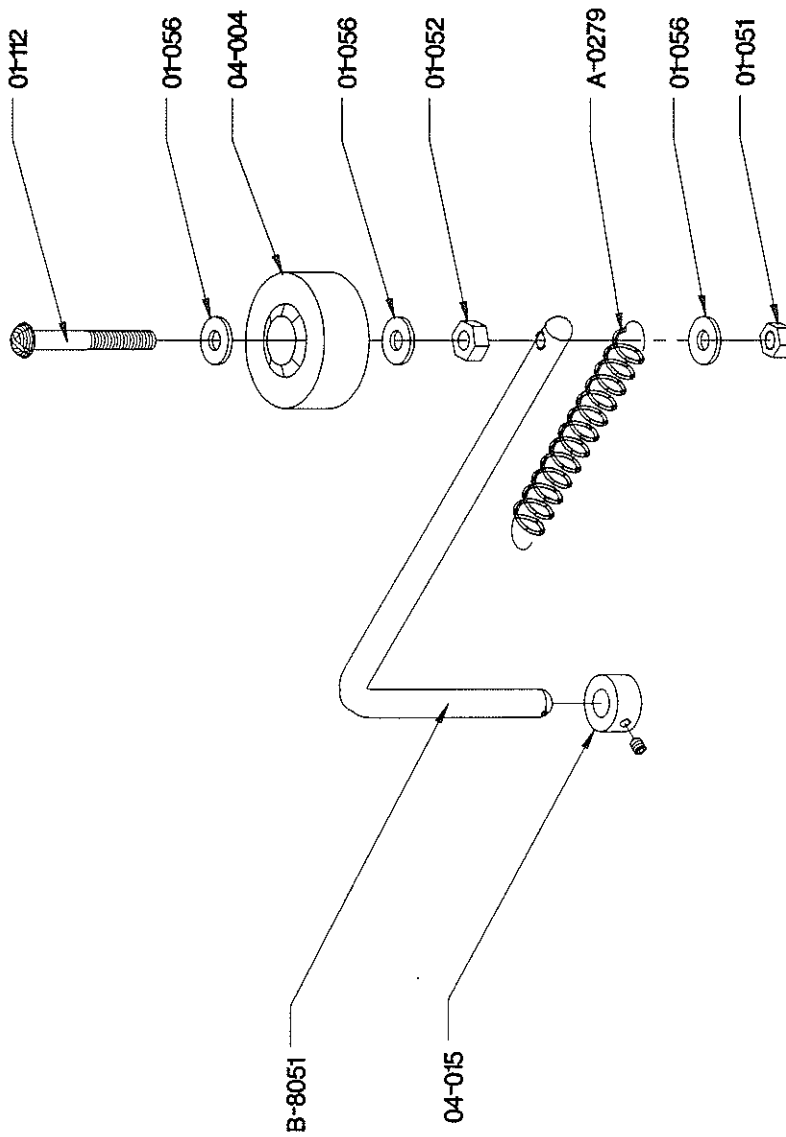
SA-1032
BUFFER IDLER ASSEMBLY

SA-1031
BUFFER DRIVE ASSEMBLY

REV. SA1031 A

CORD ARM ASSEMBLY

PART #	DESCRIPTION
01-051	1/4-20 NYLON INSERT HEX LOCKNUT
01-052	1/4-20 HEX STEEL MACHINE NUT
01-056	1/4 INCH FLATWASHER
01-112	1/4-20 X 2 INCH SLOTTED ROUND HEAD MACHINE SCREW
04-004	CASTER WHEEL
04-015	SET SCREW COLLAR
A-0279	CORD ARM SPRING
B-5027	CORD ARM BRACKET
B-8051	CORD ARM ONLY
SA-9017	CORD ARM ASSEMBLY - SHORT

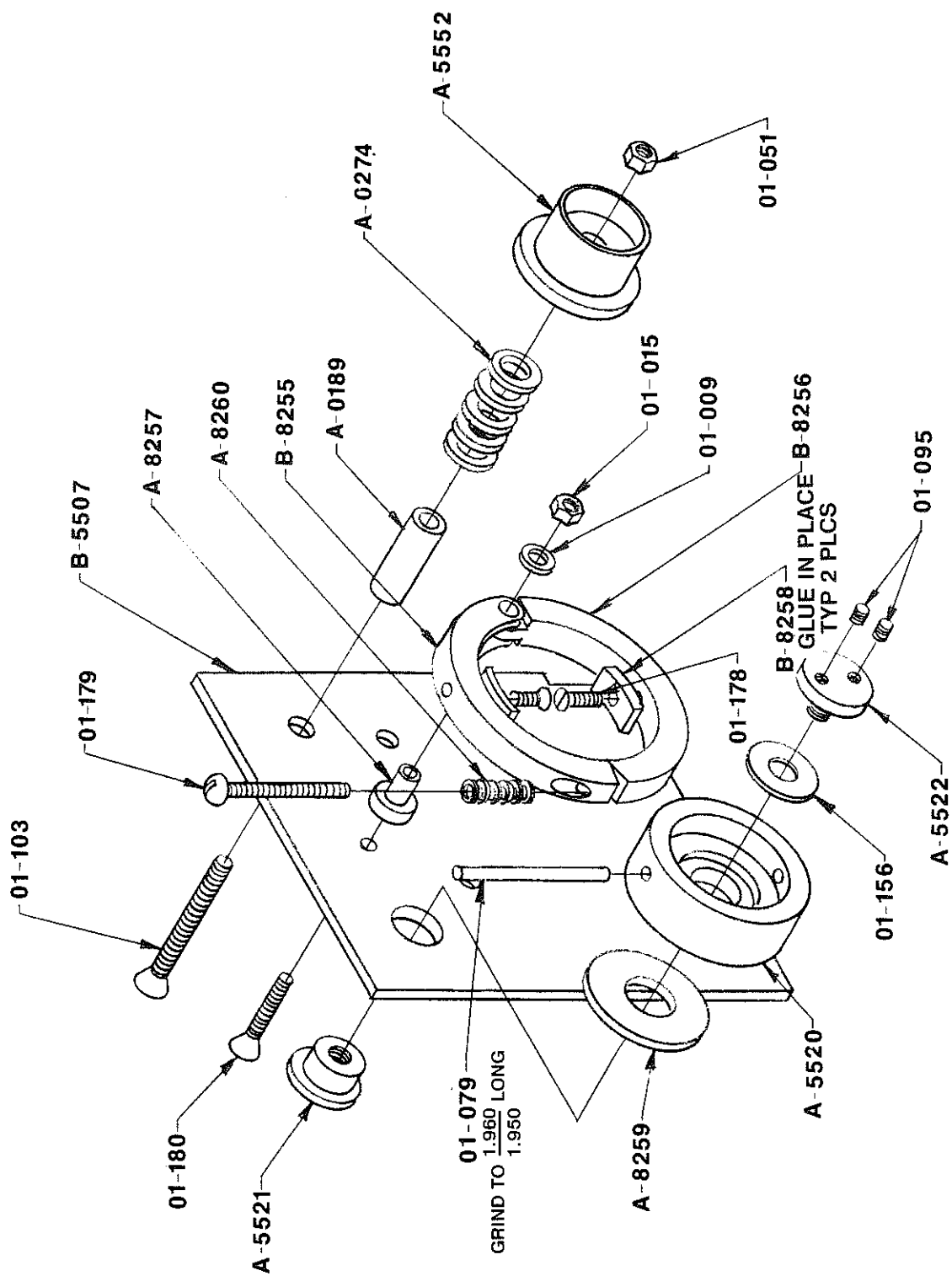


SA-9017 CORD ARM ASSEMBLY

REV. SA9017 A

DUSTER IDLER ASSEMBLY MODEL D LC100

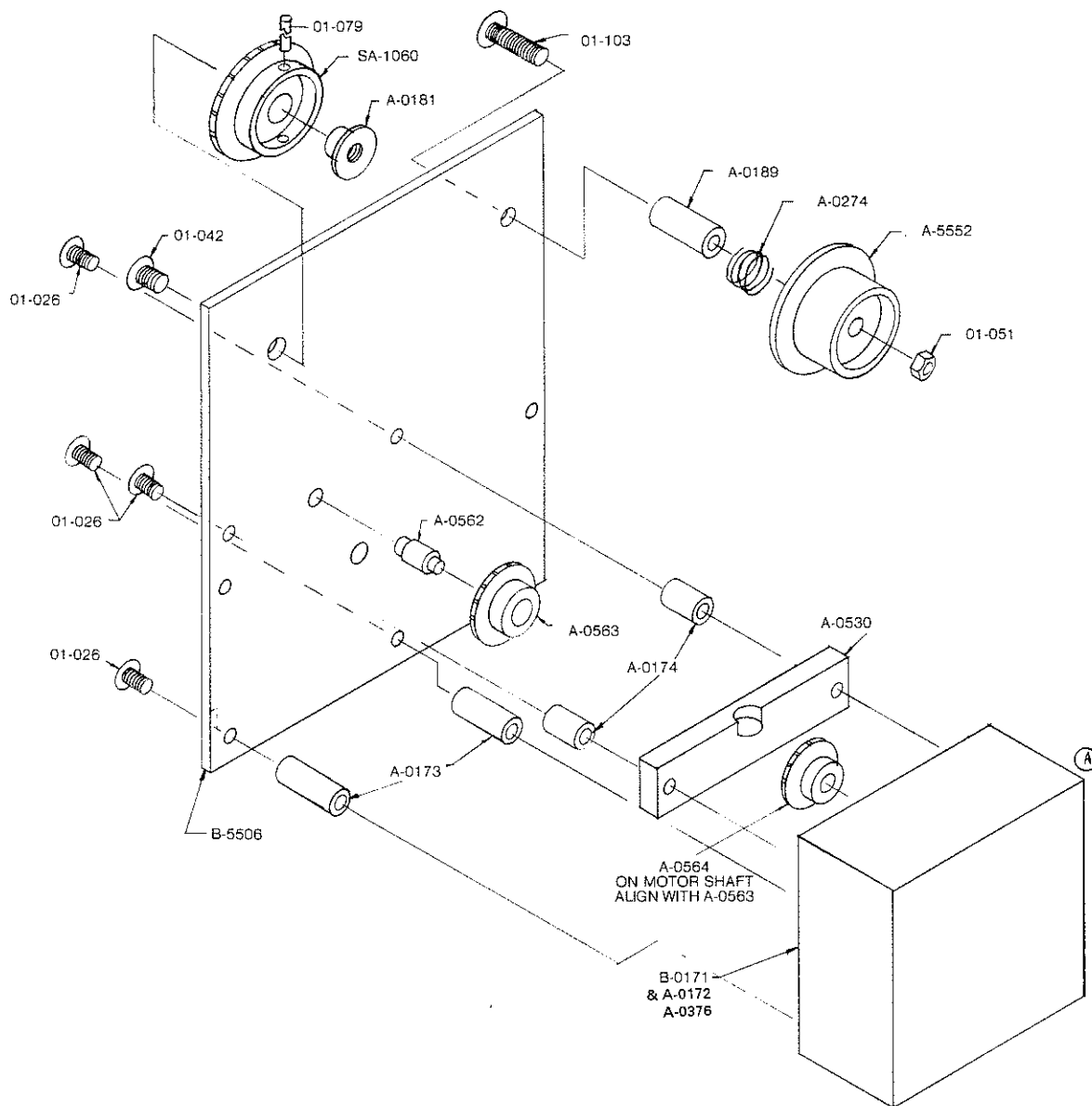
PART #	DESCRIPTION
01-009	#8 USS WROUGHT WASHER
01-015	8-32 HEX STEEL MACHINE NUT
01-051	1/4-20 NYLON INSERT HEX LOCKNUT
01-079	1/8 DIAM X 2 IN ROLL PIN
01-095	8-32 X 1/8 HEX SOCKET HEAD SET SCREW
01-103	1/4-20 SLOTTED FLAT HEAD MACHINE SCREW
01-156	PHENOLIC WASHER
01-178	4-40 X 3/8 SLOTTED FLAT HEAD MACHINE SCREW
01-179	8-32 X 1 3/4 SLOTTED ROUND HEAD MACHINE SCREW
01-180	8-32 X 7/8 SLOTTED PAN HEAD MACHINE SCREW
A-0189	STEEL ROLLER SPACER SHORT
A-0274	DUSTER CLOTH SPRING
A-5520	CLUTCH DRIVE
A-5521	CLUTCH BUSHING
A-5522	CLUTCH LOCK
A-5552	CLOTH IDLER SUPPORT
A-8257	BRAKE DISC PIVOT SUPPORT
A-8258	LEATHER PAD
A-8259	WASHER
A-8260	DISC BRAKE SPRING
B-5507	DUSTER IDLER BRACKET
B-8255	BRAKE DISC-SPRING SIDE
B-8256	BRAKE DISC TENSION SIDE
SA-6524	DUSTER IDLER ASSEMBLY



DUSTER IDLER ASSEMBLY MODEL D LC100

DUSTER DRIVE ASSEMBLY MODEL D LC100

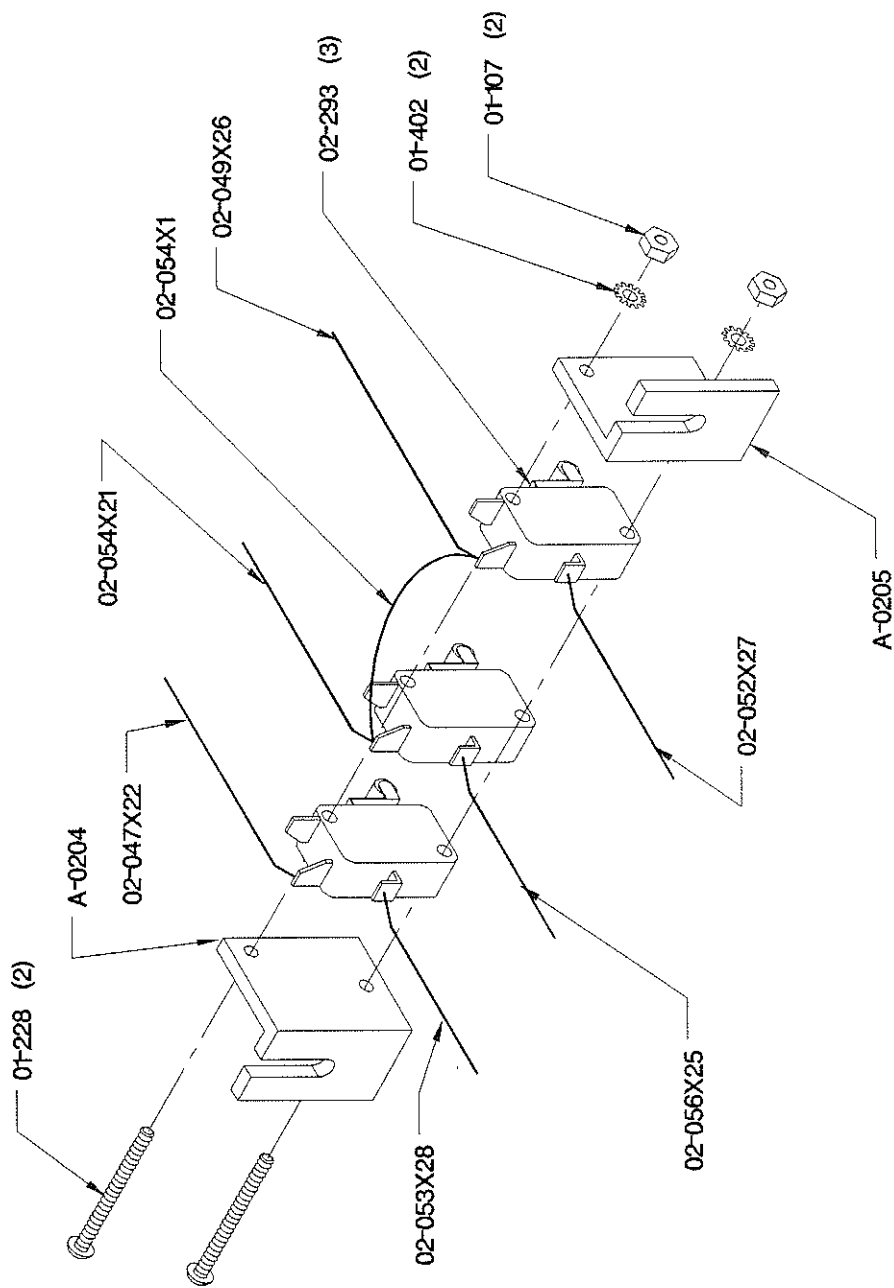
PART #	DESCRIPTION
01-026	10-32 X 1 1/4 SLOTTED FLAT HEAD SCREW PLATED
01-042	1/4-20 X 1/2 HEX SOCKET FLAT HEAD SCREW
01-051	1/4-20 NYLON INSERT HEX LOCKNUT
01-079	1/8 DIAM X 2 ROLL PIN, PLATED
01-103	1/4-20 X 1 3/4 SLOTTED FLAT HEAD SCREW PLATED
A-0172	DUSTER GEAR MOTOR MODIFIED 110V
A-0173	DUSTER MOTOR SLEEVE SPACER, LONG
A-0174	DUSTER MOTOR SLEEVE SPACER, SHORT
A-0181	CLOTH TAKE UP TUBE THREADED BUSHING
A-0189	STEEL ROLLER SPACER SHORT
A-0274	DUSTER CLOTH SPRING
A-0376	DUSTER GEAR MOTOR MODIFIED, 220V
A-0530	DUSTER MOTOR SPACER BLOCK
A-0562	DUSTER IDLER GEAR SHAFT
A-0563	DUSTER IDLER GEAR MODIFIED
A-0564	DUSTER MOTOR GEAR MODIFIED
A-5552	CLOTH IDLER SUPPORT
B-0171	DUSTER GEAR MOTOR COVER MODIFICATION
B-5506	DUSTER DRIVE BRACKET
SA-6505	DUSTER DRIVE ASSEMBLY 110 VOLT



DUSTER DRIVE ASSEMBLY MODEL D LC100

MICRO BLOCK ASSEMBLY MODEL D LC100

PART #	DESCRIPTION
01-107	4-40 HEX STEEL MACHINE NUT
01-228	4-40 X 1 5/8 ROUND HEAD SCREW
01-402	#4 EXTERNAL LOCK WASHER, PLATED
02-047X22	TAN WIRE, STRANDED, 18/1
02-049X26	BROWN WIRE, STRANDED, 18/1
02-052X27	PINK WIRE, STRANDED
02-053X28	YELLOW WIRE, STRANDED, 18/1
02-054X2	BLUE WIRE, STRANDED, 18/1
02-054X21	BLUE WIRE, STRANDED, 18/1
02-056X25	BLACK WIRE, STRANDED, 18/1
02-293	SWITCH, MICRO
A-0204	MICRO SWITCH MOUNT ANGLE FRONT
A-0205	MICRO SWITCH MOUNT ANGLE REAR
SA-3128	MICRO BLOCK ASSEMBLY MODEL D LC100



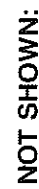
SA-3128
MICRO BLOCK ASSEMBLY MODEL D LC100

CAM BOX ASSEMBLY MODEL D LC100

PART #	DESCRIPTION
01-007	8-32 X 1/4 HEX SOCKET HEAD SET SCREW, CUP POINT
01-009	8-32 x 3/8 SLOTTED PAN HEAD MACHINE SCREW
01-015	8-32 HEX STEEL MACHINE NUT
01-016	#8 EXTERNAL LOCKWASHER
01-019	10-32 X 3/8 SLOTTED PAN HEAD MACHINE SCREW
01-023	10-32 X 3/4 SLOTTED PAN HEAD MACHINE SCREW
01-032	10-32 HEX STEEL MACHINE NUT
01-033	#10 EXTERNAL LOCKWASHER
01-080	1/16 X 3/4 EXTERNAL PRONG COTTER PIN
01-161	PHENOLIC WASHER
03-037	CAM BOX BELT
04-027	RUBBER GROMMET
04-028	FLANGE BUSHING
04-029	FLANGE BUSHING
A-0120	SET SCREW SLUG
A-0209	WORM CLUTCH RUBBER DRIVE
A-0212	UPPER CAM SHAFT OUTSIDE SPACE COLLAR
A-0275	SPRING
A-0296	CAM BOX DECAL
A-0362	GREEN CAM
A-0364	BLACK CAM
A-0365	RED CAM
A-0535	INNER CAM SHAFT
A-0536	CAM CLUTCH
A-0581	DISTANCE CONTROL ARM
A-0626	LOWER CAM SHAFT
A-0627	OUTER CAM SHAFT
B-0208	WORM CLUTCH DRIVE GEAR MODIFIED
B-0210	SLIP CLUTCH PLATE
C-0200	CAM BOX
C-0200-1	CAM BOX LID
C-0531	CAM BOX MOUNTING PLATE
SA-1045	CAM BOX WORM GEAR SHAFT ASSEMBLY
SA-3006	CAM BOX PULLEY ASSEMBLY
SA-3128	MICRO BLOCK ASSEMBLY
SA-3129	CAM BOX ASSEMBLY MODEL D LC100

FRAME ASSEMBLY MODEL D LC100

PART #	DESCRIPTION
01-023	10-32 X 3/4 INCH SLOTTED PAN HEAD MACHINE SCREW
01-032	10-32 HEX STEEL MACHINE NUT
01-033	#10 EXTERNAL TOOTH LOCKWASHER
01-044	1/4-20 X 5/8 INCH HEX HEAD BOLT
01-046	1/4-20 X 3/4 INCH HEX HEAD BOLT
01-052	1/4-20 HEX STEEL MACHINE NUT
01-054	1/4 INCH SPLIT LOCKWASHER
01-116	1/4-20 X 1 1/2 INCH CARRIAGE BOLT
01-119	3/8-16 STEEL ACORN NUT
01-122	3/16 DIAM X 3/8 STEEL POP RIVET
04-071	CASTER WHEEL ASSEMBLY
04-074X46	1/4 X 3/4 FOAM STRIP WITH ADHESIVE 46 INCH LENGTH
04-158	RETAINING RING FOR TANK ADJUSTING BOLT
A-0148	END HANDLE
A-0192	CLOTH IDLER TUBE
A-0193	CLOTH IDLER TUBE SUPPORT
A-0511	DUSTER END PLATE HANDLE
A-0513	SIDE HANDLE BRACKET
A-0528	FRONT GUIDE SPACER
A-0632	OIL TANK ADJUSTING BOLT
A-0633	TANK ADJUSTING PIVOT ROD
B-0142	HANDLE HOLDER BRACKET FRONT
B-0506	CASTER BRACKET
B-0585-R	PIVOT CASTER BRACKET - RIGHT
B-0585-L	PIVOT CASTER BRACKET - LEFT
B-5012	REAR HANDLE
C-0504	REAR ELECTRICAL FIREWALL
C-0508	DUSTER END PLATE
C-0610	DASH END PLATE MODEL A, B, C & D LC100
C-0634	RIGHT SIDE PLATE MODEL D LC100
C-0635	LEFT SIDE PLATE MODEL D LC100
C-0636	FRONT ELECTRICAL FIREWALL
RP-106	URETHANE DASH END ROLLER ASSEMBLY
SA-3012	DUSTER END PLATE ROLLER ASSEMBLY
SA-3013	DASH END PLATE ROLLER ASSEMBLY
SA-3019	CENTERING GUIDE PLATE ASSEMBLY
SA-3020	FRONT GUIDE BRACKET ASSEMBLY
SA-3062	BASE PLATE ASSEMBLY, 220V, MODEL D LC100
SA-3063	FRAME ASSEMBLY MODEL D LC100, 220V
SA-3115	BASE PLATE ASSEMBLY, 110V, MODEL D LC100
SA-3130	FRAME ASSEMBLY MODEL D 100, 110V



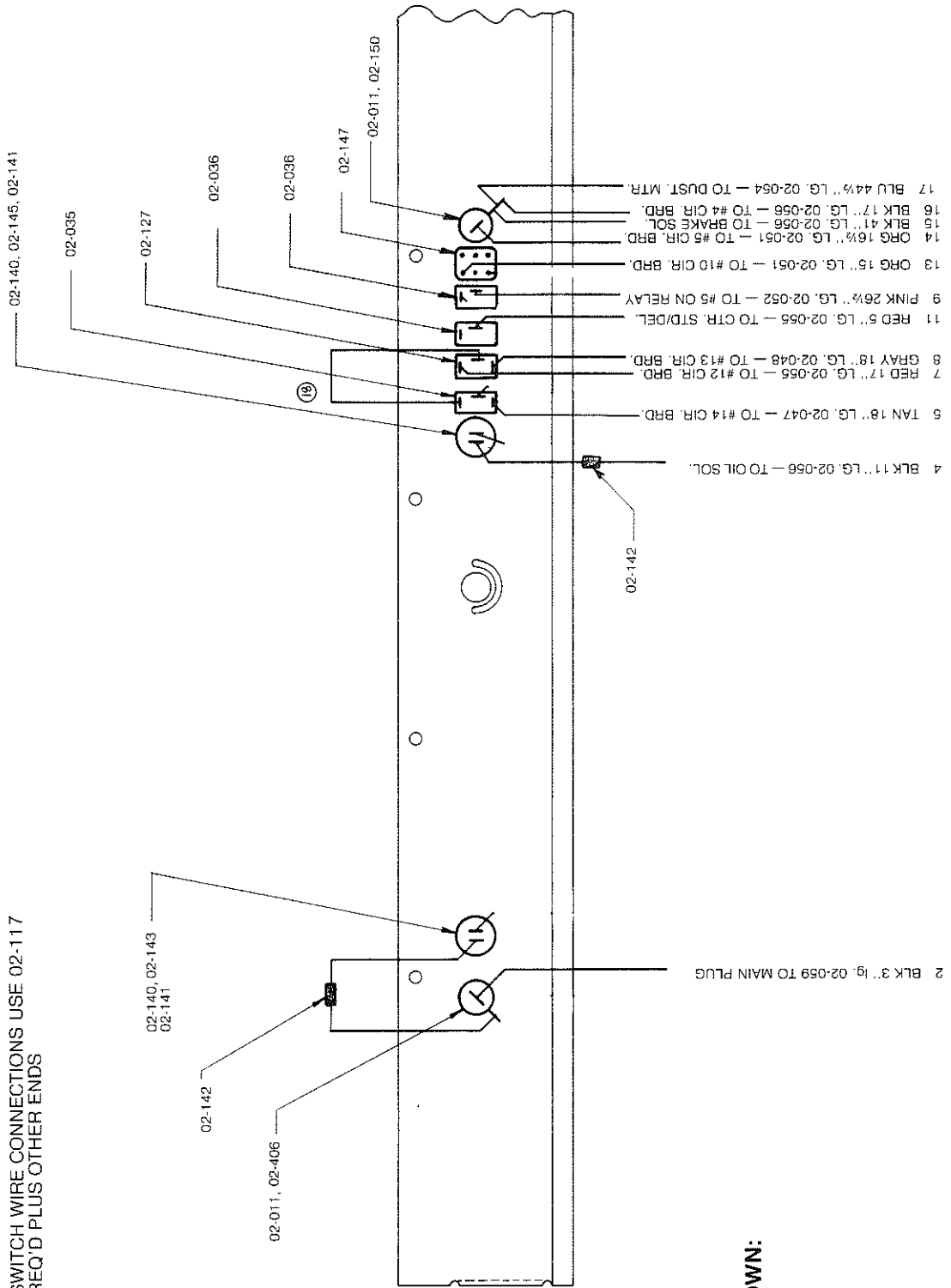
FRAME ASSEMBLY MODEL D LC100

DASH ASSEMBLY MODEL D LC100

PART #	DESCRIPTION
01-013	8-32 X 3/4 PAN HEAD MACHINE SCREW
01-015	8-32 HEX STEEL MACHINE NUT
01-016	#8 EXTERNAL TOOTH LOCKWASHER
01-109	#8 FLAT WASHER
02-011	FUSE HOLDER
02-035	SWITCH-DOUBLE OR STANDARD OIL
02-036	SWITCH-BUFFER AND SHORT RUN
02-127	SWITCH-OIL DIRECTION
02-140	LAMP SOCKET
02-141	SOLID-STATE LAMP 115 VOLT MACHINES 115/230
02-142	RESISTOR
02-143	RED LENS SOLID STATE MACHINES
02-145	GREEN LENS SOLID STATE MACHINES
02-147	SWITCH-MANUAL REVERSE
02-150	FUSE 4 AMP SLOW BLOW
02-217	RELAY-BUFFER SHUTOFF DURING DELAY 110V (NOT SHOWN)
02-286	RELAY - BUFFER SHUTOFF DURING DELAY 220V(NOT SHOWN)
02-406	10 AMP SLOW BLOW FUSE
A-0574	STOP SLEEVE
C-0637	DASH ONLY MODEL D LC100
SA-3127	DASH ASSEMBLY MODEL D LC100

DASH ASSEMBLY MODEL D LC100

NOTE: ALL SWITCH WIRE CONNECTIONS USE 02-117
(21) REQ'D PLUS OTHER ENDS

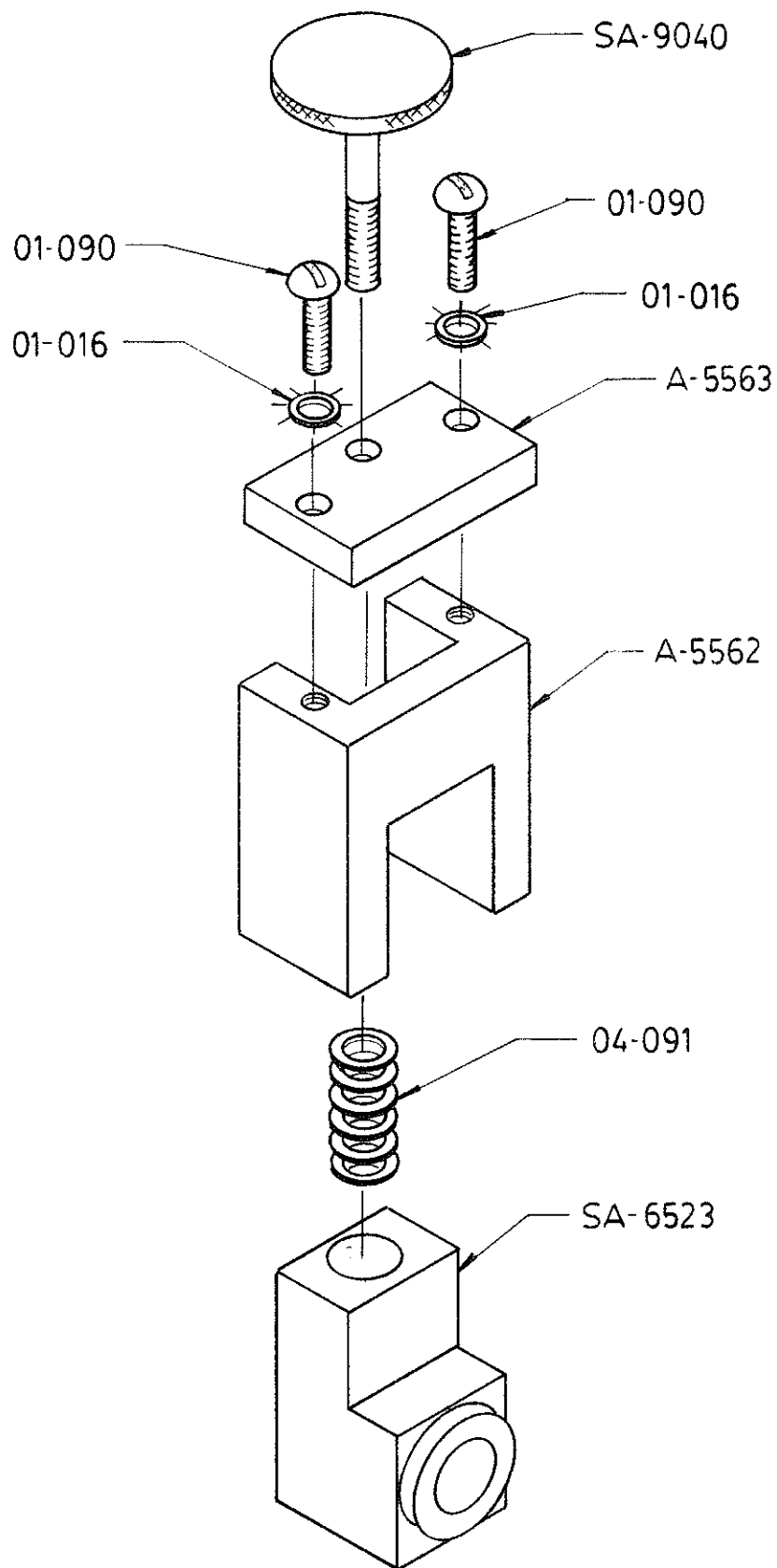


NOT SHOWN:

- A-0574
- 01-013
- 01-015
- 01-016
- 01-109

DUSTER ROLLER MOUNT ASSEMBLY MODEL D LC100

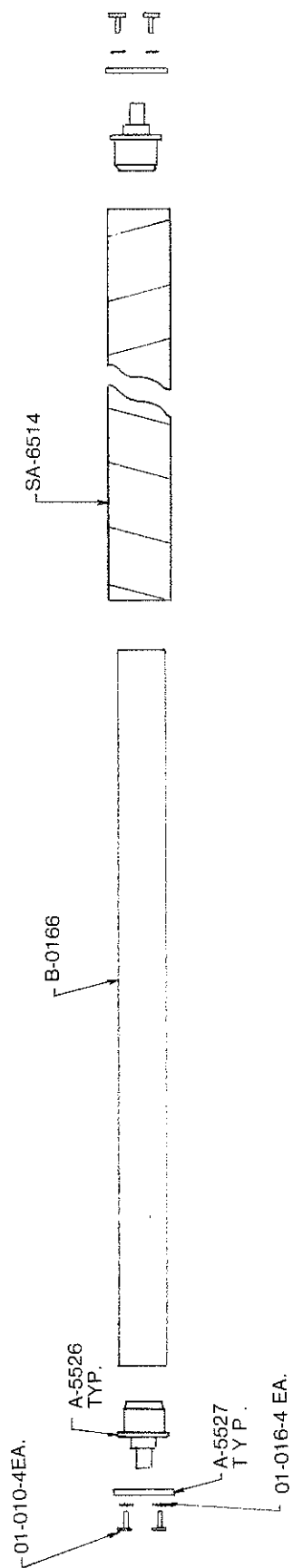
PART #	DESCRIPTION
01-016	#8 EXTERNAL TOOTH LOCKWASHER
01-090	8-32 X 5/8 SLOTTED ROUND HEAD MACHINE SCREW
04-091	DUSTER PRESSURE SPRING
A-5562	DUSTER ROLLER MOUNT
A-5563	DUSTER MOUNT TOP
SA-6523	DUSTER SLIDE BLOCK ASSEMBLY
SA-9040	THUMB WHEEL ADJUSTING ASSEMBLY
SA-9041	DUSTER ROLLER MOUNT ASSEMBLY MODEL D LC100



DUSTER ROLLER MOUNT ASSEMBLY MODEL D LC100

DUSTER TUBE ASSEMBLY COMPLETE WITH CARPET MODEL D LC100

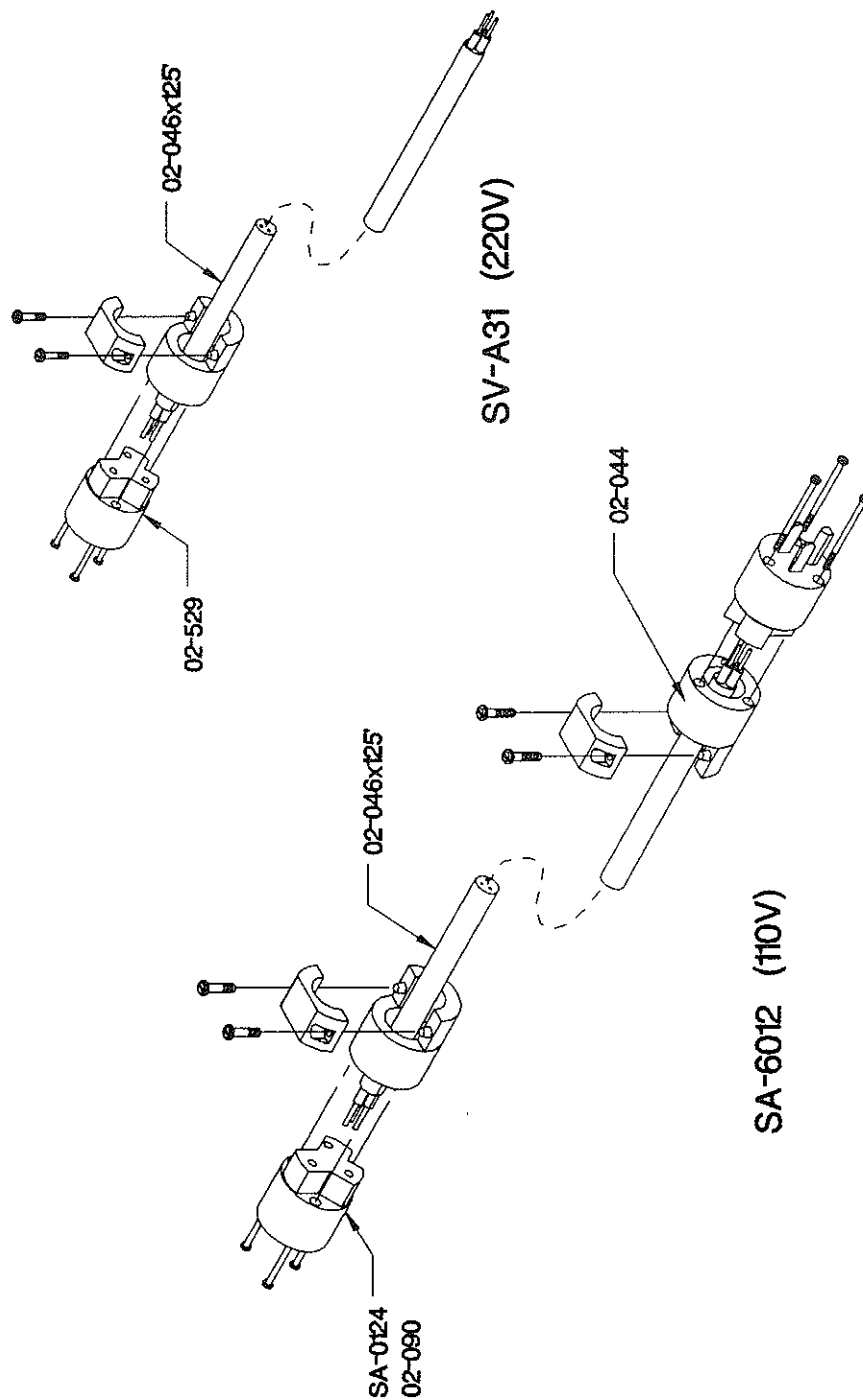
PART #	DESCRIPTION
01-010	8-32 X 1/2 INCH SLOTTED PAN HEAD MACHINE SCREW
01-016	#8 EXTERNAL LOCKWASHER
A-5526	DUSTER TUBE END
A-5527	DUSTER COVER LOCK
B-0166	STEEL DUSTER ROLLER TUBE
SA-6511	DUSTER TUBE ASSEMBLY COMPLETE W. CARPET
SA-6514	DUSTER COVER ASSEMBLY-CARPET



DUSTER TUBE ASSEMBLY COMPLETE WITH CARPET MODEL D LC100

POWER CORD ASSEMBLY

PART #	DESCRIPTION
02-044	MALE PLUG END 110 VOLT
02-089	FLUSH 3 WIRE PLUG 110 VOLT (NOT SHOWN)
02-090	CORD END CONNECTOR BODY 110 VOLT
02-409	110 VOLT CORD SET ONLY
02-528	FLUSH 3 WIRE PLUG 220 VOLT (NOT SHOWN)
02-529	CORD END CONNECTOR BODY 220 VOLT
02-046X125	125 FOOT 14/3 POWER CORD LENGTH
SA-6012	110 VOLT POWER CORD ASSEMBLY 14/3 WIRE
SA-A31	220 VOLT POWER CORD ASSEMBLY 14/3 WIRE
SA-0124	POWER CORD ASSEMBLY, 110 VOLT



SA-6012, SV-A31
POWER CORD ASSEMBLY

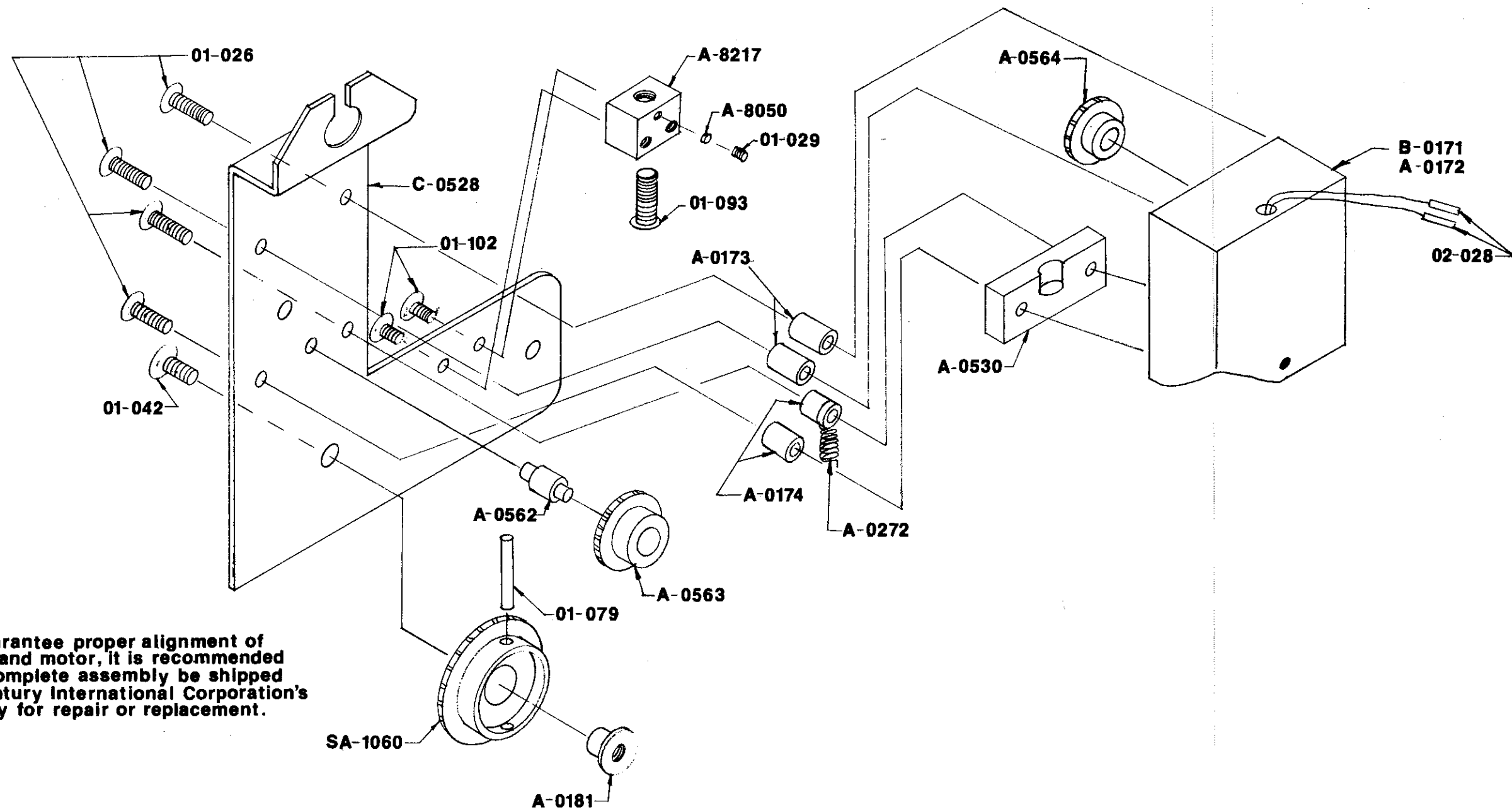
REV. SA6012 D

DUSTER IDLER BRACKET ASSEMBLY

PART #	DESCRIPTION
01-011	8-32 X 1/2 SLOTTED FLAT HEAD MACHINE SCREW
01-015	8-32 HEX STEEL MACHINE NUT
01-029	10-32 X 3/16 SOCKET HEAD SET SCREW, CUP POINT
01-051	1/4-20 NYLON INSERT HEX LOCKNUT
01-093	1/4-20 X 1-1/2 SLOTTED ROUND HEAD MACHINE SCREW
01-102	10-32 X 3/8 SLOTTED FLAT HEAD MACHINE SCREW
01-103	1/4-20 X 1-3/4 SLOTTED FLAT HEAD MACHINE SCREW
A-0189	STEEL ROLLER SPACER - SHORT
A-0271	DUSTER SPRING - RIGHT SIDE
A-0274	DUSTER CLOTH SPRING
A-5552	CLOTH IDLER SUPPORT
A-8050	ADJUSTER BLOCK INSERT
A-8217	DUSTER ADJUSTING BLOCK
C-0529	DUSTER ROLLER MOUNTING BRACKET

DUSTER DRIVE BRACKET ASSEMBLY

PART #	DESCRIPTION
01-026	10-32 X 1-1/4 SLOTTED FLAT HEAD MACHINE SCREW
01-029	10-32 X 3/16 SOCKET HEAD SET SCREW, CUP POINT
01-042	1/4-20 X 1/2 HEX SOCKET FLAT COUNTERSUNK HEAD CAP SCREW
01-079	1/8 DIA X 2 ROLL PIN
01-093	1/4-20 X 1-1/2 SLOTTED ROUND HEAD MACHINE SCREW
01-102	10-32 X 3/8 SLOTTED FLAT HEAD MACHINE SCREW
02-028	BUTT CONNECTOR
A-0172	DUSTER GEAR MOTOR, 110V
A-0173	DUSTER MOTOR SLEEVE SPACER - LONG
A-0174	DUSTER MOTOR SLEEVE SPACER - SHORT
A-0181	CLOTH TANK-UP TUBE BUSHING
A-0272	DUSTER SPRING - MOTOR SIDE
A-0530	DUSTER MOTOR SPACER BLOCK
A-0562	DUSTER IDLER GEAR SHAFT
A-0563	DUSTER IDLER GEAR
A-0564	DUSTER MOTOR GEAR
A-8050	ADJUSTER BLOCK INSERT
A-8217	DUSTER ADJUSTING BLOCK
B-0171	DUSTER MOTOR COVER
C-0528	DUSTER DRIVE MOUNTING BRACKET
SA-1060	CLOTH TAKE-UP GEAR ASSEMBLY



NOTE: To guarantee proper alignment of gears and motor, it is recommended that complete assembly be shipped to Century International Corporation's factory for repair or replacement.

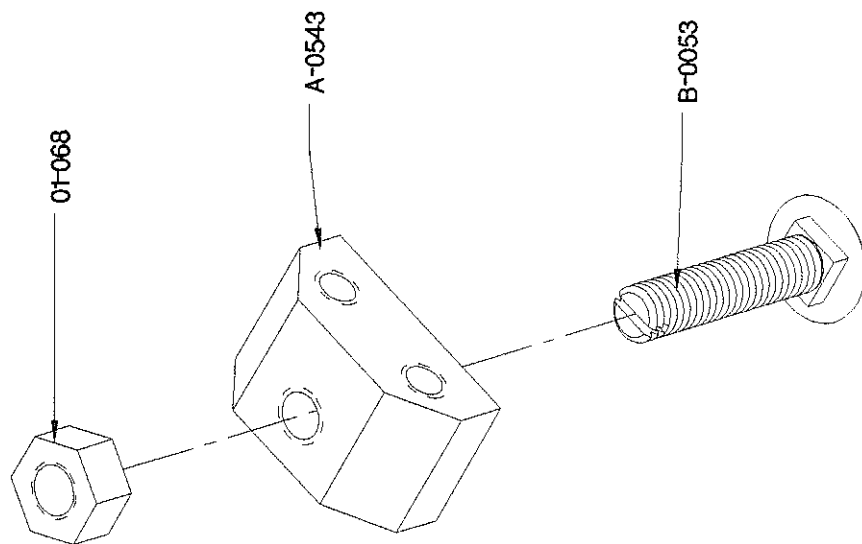
**SA-3021
DUSTER DRIVE BRACKET ASSEMBLY MODEL A,B & C**

BUFFER ADJUSTING BLOCK ASSEMBLY

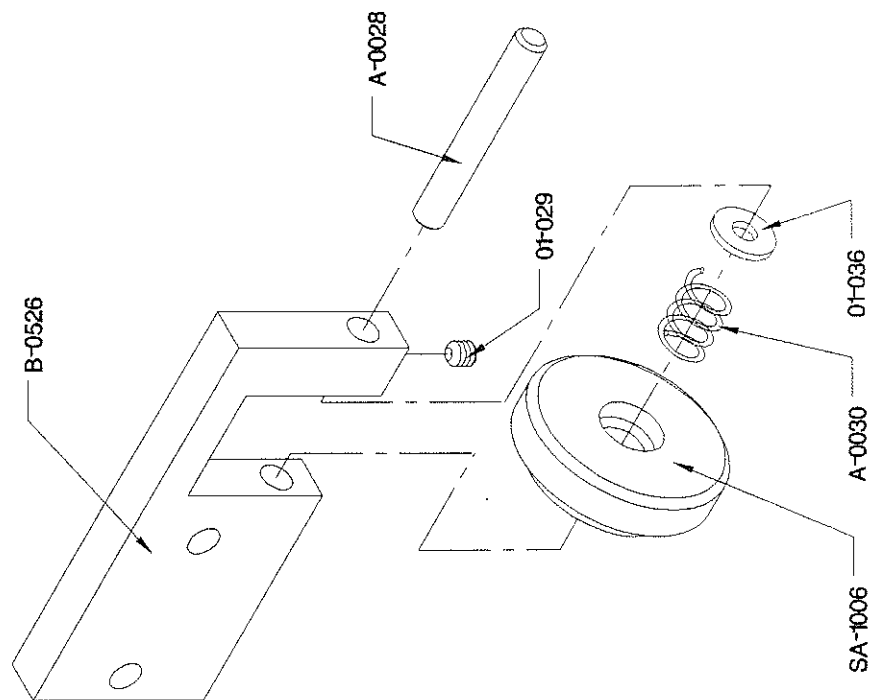
PART #	DESCRIPTION
01-068	3/8-16 HEX NUT THIN
A-0543	BUFFER ADJUSTING BLOCK
B-0053	BUFFER ADJUSTING BOLT
SA-3014	BUFFER ADJUSTING BLOCK ASSEMBLY

FRONT GUIDE BRACKET ASSEMBLY

PART #	DESCRIPTION
01-029	10-32 X 3/16 HEX SOCKET HEAD SET SCREW, CUP POINT
01-036	3/16 FLAT WASHER
01-095	8-32 X 1/8 HEX SOCKET HEAD SET SCREW, CUP POINT
A-0028	FRONT GUIDE BRACKET ROLLER PIN
A-0030	FRONT GUIDE NYLON ROLLER SPRING
B-0526	FRONT GUIDE BRACKET
SA-1006	FRONT GUIDE ROLLER ASSEMBLY
SA-3020	FRONT GUIDE BRACKET ASSEMBLY



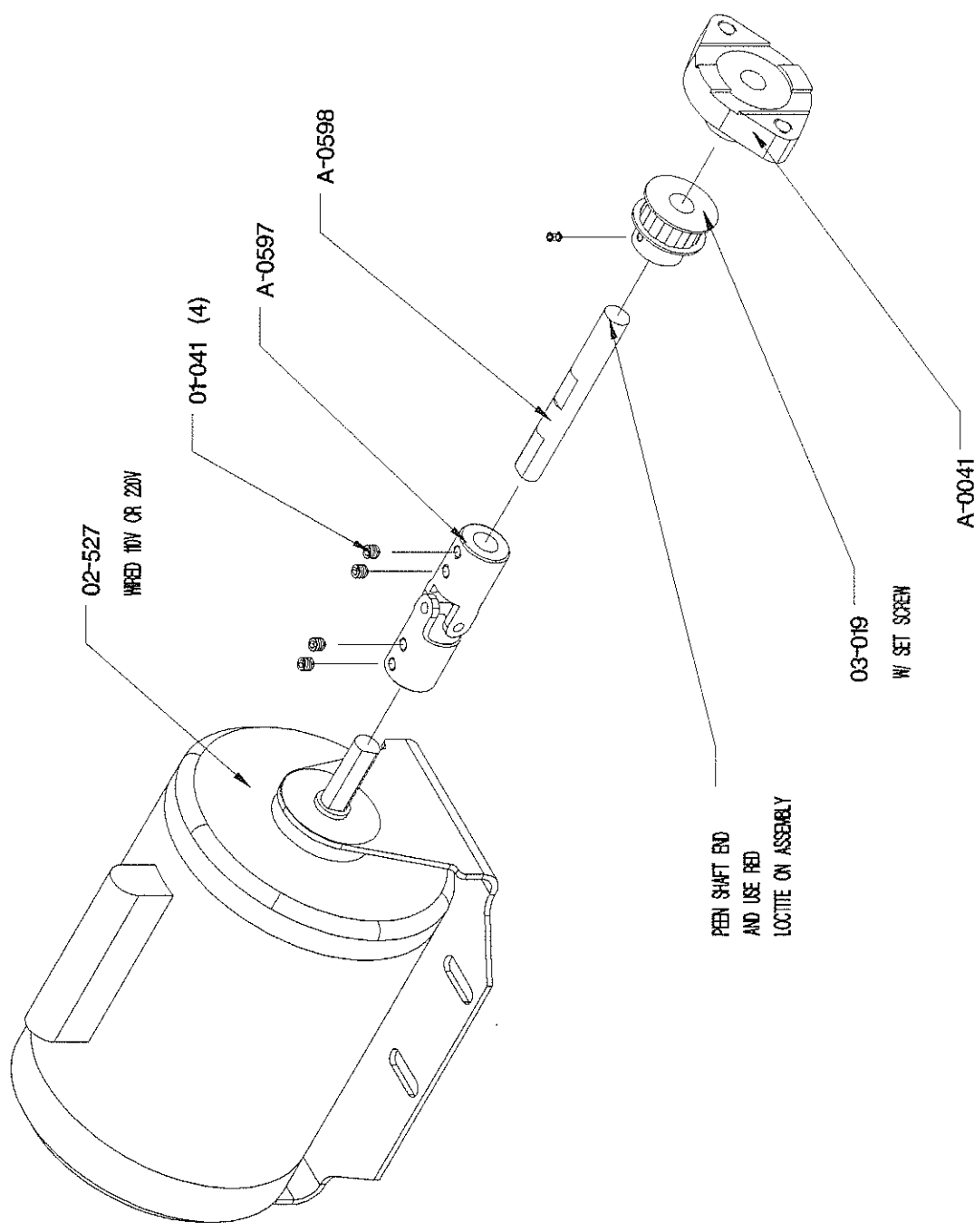
SA-3014
BUFFER ADJUSTING
BLOCK ASSEMBLY



SA-3020
FRONT GUIDE ROLLER
BRACKET ASSEMBLY

BUFFER MOTOR ASSEMBLY

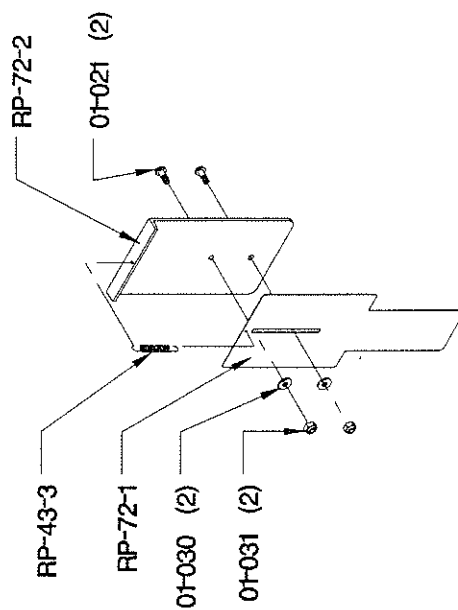
PART #	DESCRIPTION
01-041	1/4-20 X 1/4 HEX SOCKET HEAD SET
02-527	1/3 HP MOTOR, 110/220V, 50/60 HZ
03-019	PULLEY
A-0041	BEARING MODIF-DRIVE SHAFT END
A-0597	U JOINT
A-0598	U JOINT SHAFT
SA-3036	BUFFER MOTOR ASSEMBLY, 110V
SA-3076	BUFFER MOTOR ASSEMBLY, 220V



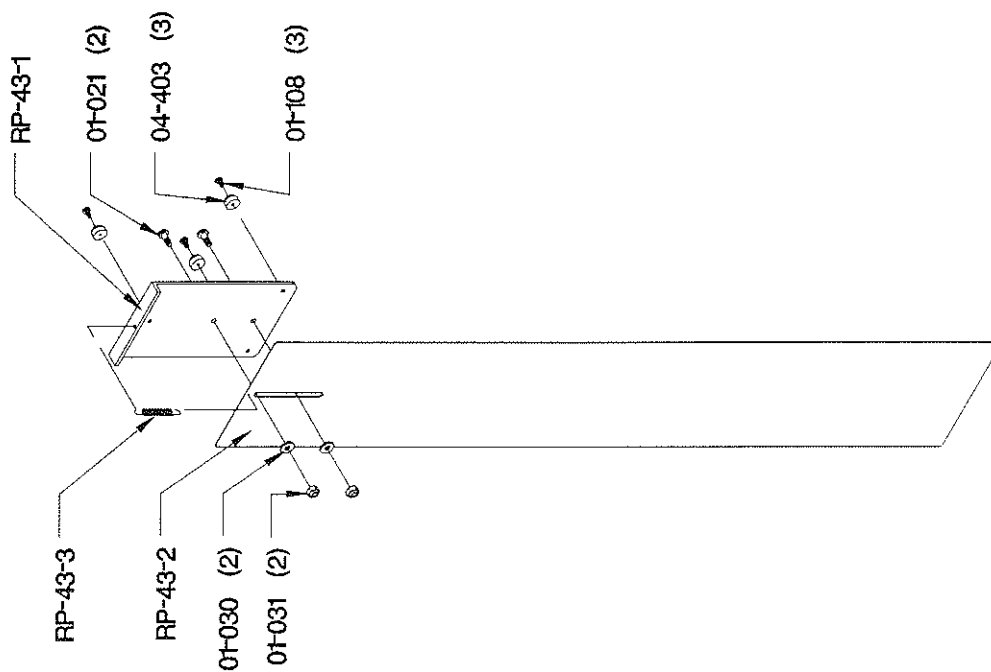
**SA-3036, SA-3076
BUFFER MOTOR ASSEMBLY**

PRESSURE ADJUSTING TOOLS

PART #	DESCRIPTION
01-021	10-32 X 1/2 INCH SLOTTED PAN HEAD MACHINE SCREW
01-030	#10 FLAT WASHER
01-031	10-32 NYLON INSERT HEX LOCKNUT
01-108	6-32 X 1/4 INCH SLOTTED PAN HEAD MACHINE SCREW
04-403	RUBBER BUMPER
RP-43-1	ALUMINUM PLATE
RP-43-2	PLASTIC GAUGE
RP-43-3	SPRING
RP-43	BUFFER AND CLEANING PAD PRESSURE ADJUSTING TOOL
RP-72	DRESSING TANK PRESSURE GAUGE ASSEMBLY WITH SHIMS
RP-72-1	DRESSING TANK PRESSURE GAUGE, PLASTIC ONLY
RP-72-2	DRESSING TANK PRESSURE GAUGE, ALUMINUM PLATE ONLY
RP-72-A1	DRESSING TANK PRESSURE GAUGE, ASSEMBLY ONLY



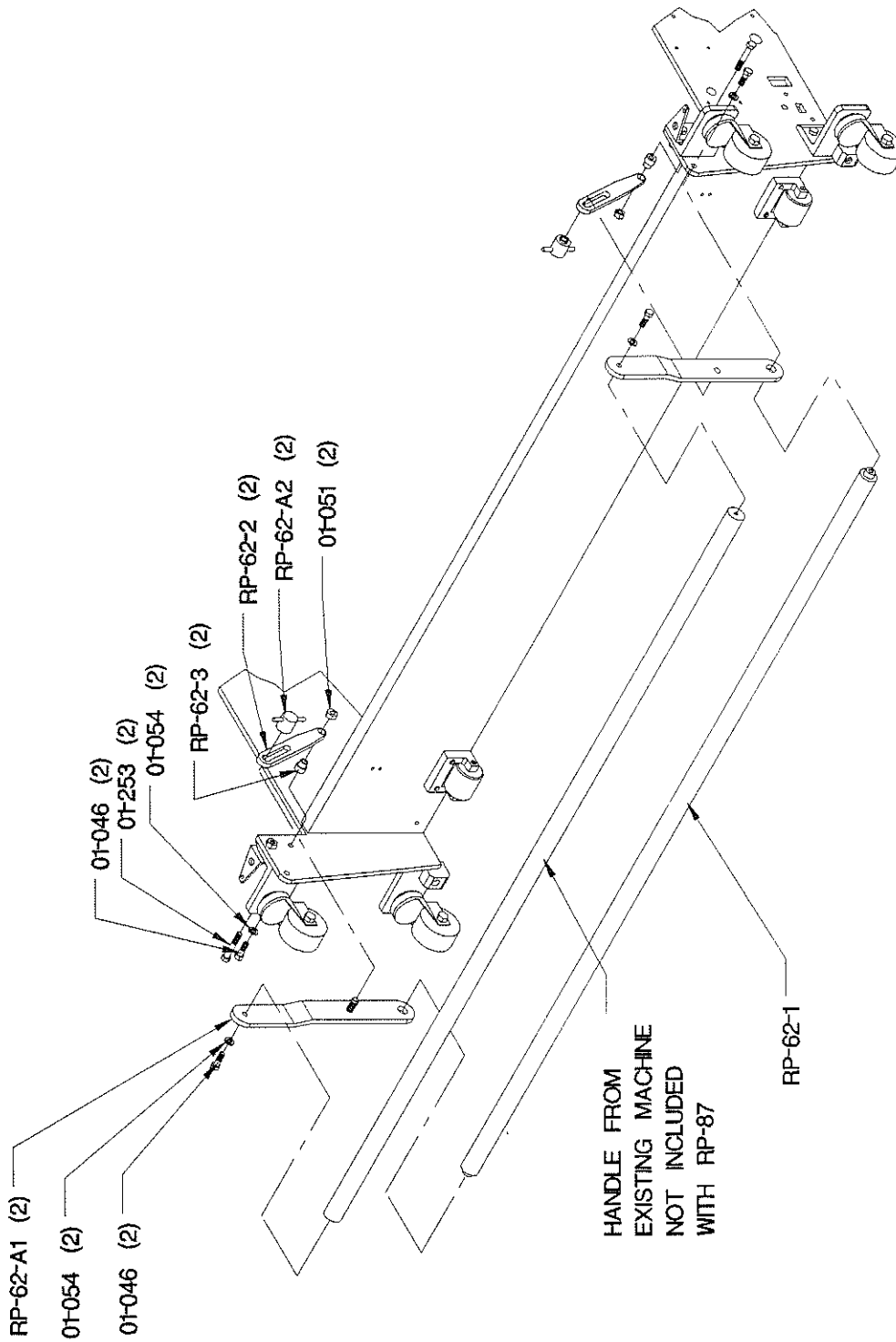
RP-72A1
DRESSING TANK PRESSURE GAUGE



RP-43
BUFFER PRESSURE ADJUSTING TOOL

HANDLE ASSEMBLY

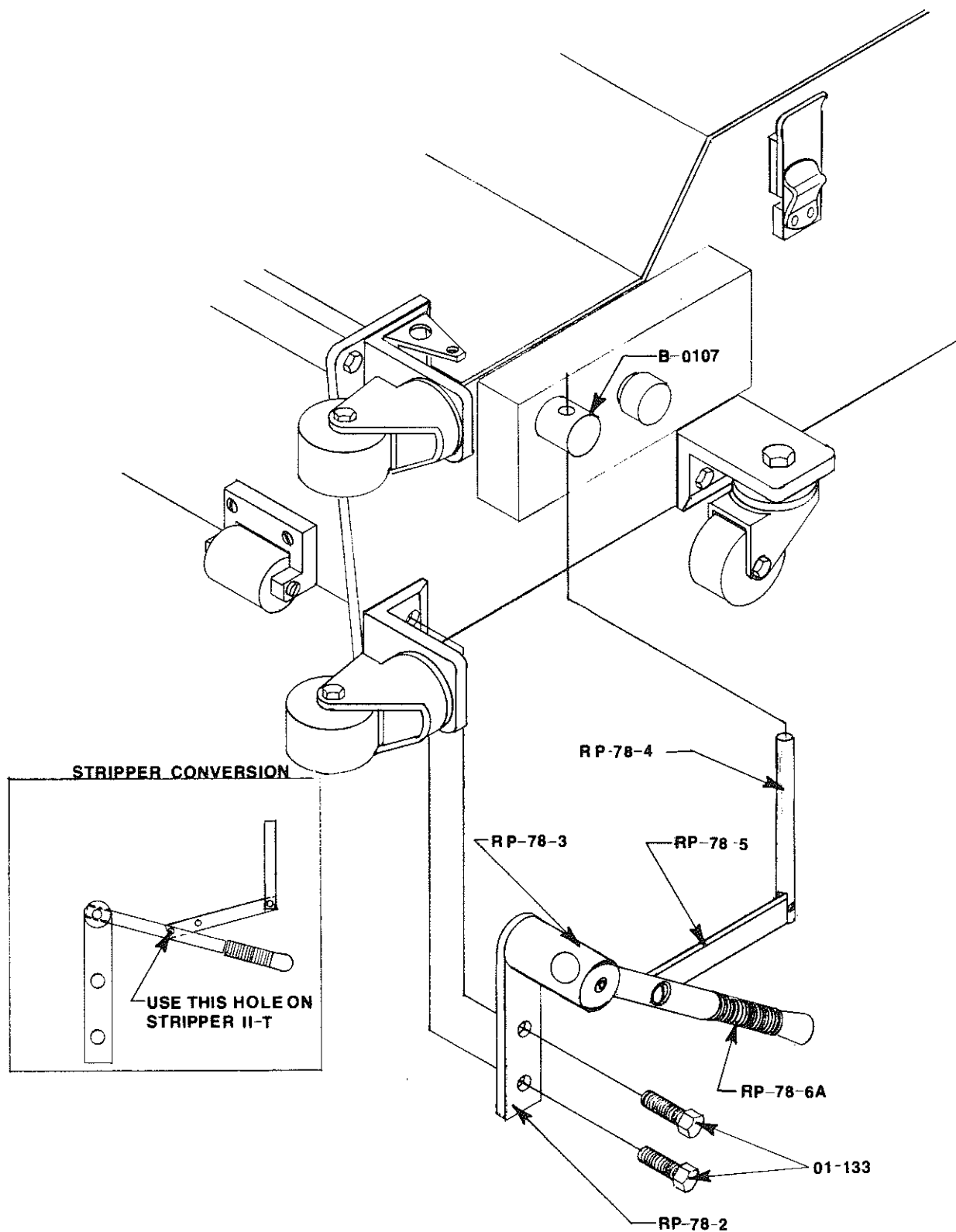
PART #	DESCRIPTION
01-006	8-32 X 3/16 HEX SOCKET HEAD SET SCREW, CUP POINT
01-012	8-32 X 5/8 SLOTTED PAN HEAD MACHINE SCREW
01-018	10-32 X 3/8 SLOTTED ROUND HEAD MACHINE SCREW
01-033	#10 EXTERNAL TOOTH LOCKWASHER
01-046	1/4-20 X 3/4 INCH HEX HEAD BOLT
01-051	1/4-20 NYLON INSERT HEX LOCKNUT
01-054	1/4 INCH LOCKWASHER
01-133	1/4-20 X 1 1/2 INCH HEX HEAD BOLT, FULL THREAD
01-176	10-32 X 1 3/4 INCH SLOTTED ROUND HEAD MACHINE SCREW
04-015	SET SCREW COLLAR
RP-62-A1	HANDLE BRACKET
RP-62-A2	HANDLE LOCK
RP-62-A3	EXTENSION ARM
RP-62-1	SUPPORT BAR
RP-62-2	SIDE PLATE
RP-62-3	SIDE PLATE SPACER
RP-62-4	EXTENSION BRACKET
RP-62-6	EXTENSION STOP
RP-62-10	EXTENSION HANDLE
RP-62-11	ARM KNOB
RP-62-12	ARM LOCK
RP-87	HANDLE ASSEMBLY ALC, ADVANTAGE, LC100, 300, ULTRALITE & GEMINI



RP-87 HANDLE ASSEMBLY

OPTIONAL SHUT-OFF ARM LINKAGE KIT RP-78

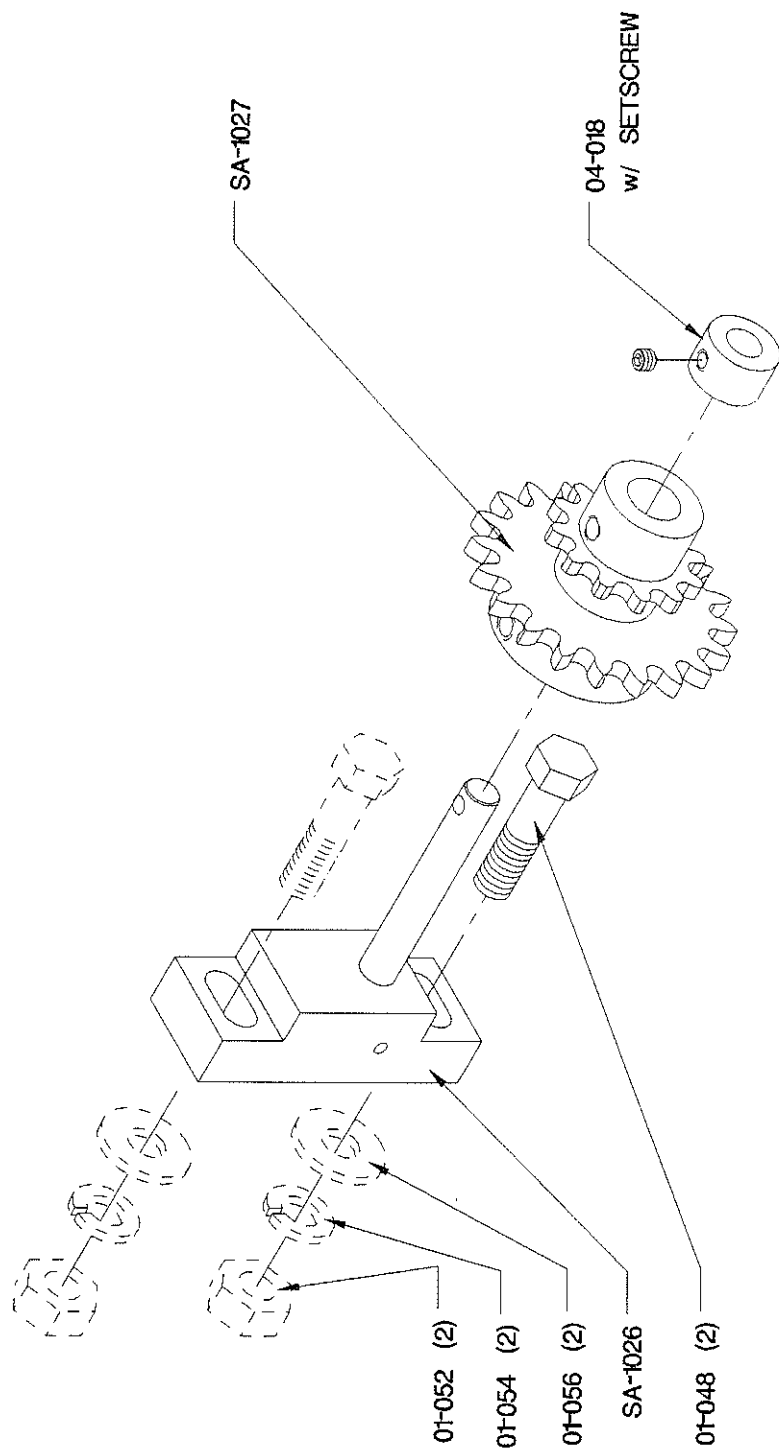
PART #	DESCRIPTION
RP-78	SHUT OFF ARM KIT
RP-78-6A	SHUT OFF ARM ASSEMBLY
RP-78-2	LOWER BRACKET
RP-78-3	PIVOT ROD
RP-78-4	LINKAGE CONTROL ROD
RP-78-5	LINKAGE SUPPORT BRACKET
01-133	1/4-20 X 1 1/2 UNC HEX SCREW GRADE 5



OPTIONAL SHUT OFF ARM LINKAGE KIT

CHAIN IDLER ASSEMBLY

PART #	DESCRIPTION
01-048	1/4-20 X 1 INCH HEX HEAD BOLT
01-052	1/4-20 HEX STEEL MACHINE NUT, PLATED
01-054	1/4 SPLIT LOCKWASHER, MEDIUM
01-056	1/4 USS WROUGHT WASHER, TYPE A, PLATED
04-018	SET SCREW COLLAR
A-0070	OIL TRANSFER ROLLER DRIVE CHAIN
A-0069	OIL TRANSFER ROLLER DRIVE SHAFT CHAIN (NOT SHOWN)
SA-1026	CHAIN ARM AND SHAFT ASSEMBLY
SA-1027	CHAIN SPROCKET ASSEMBLY
SA-1028	CHAIN IDLER ASSEMBLY



NOTE: DASHED ITEMS NOT SUPPLIED WITH SA-1028

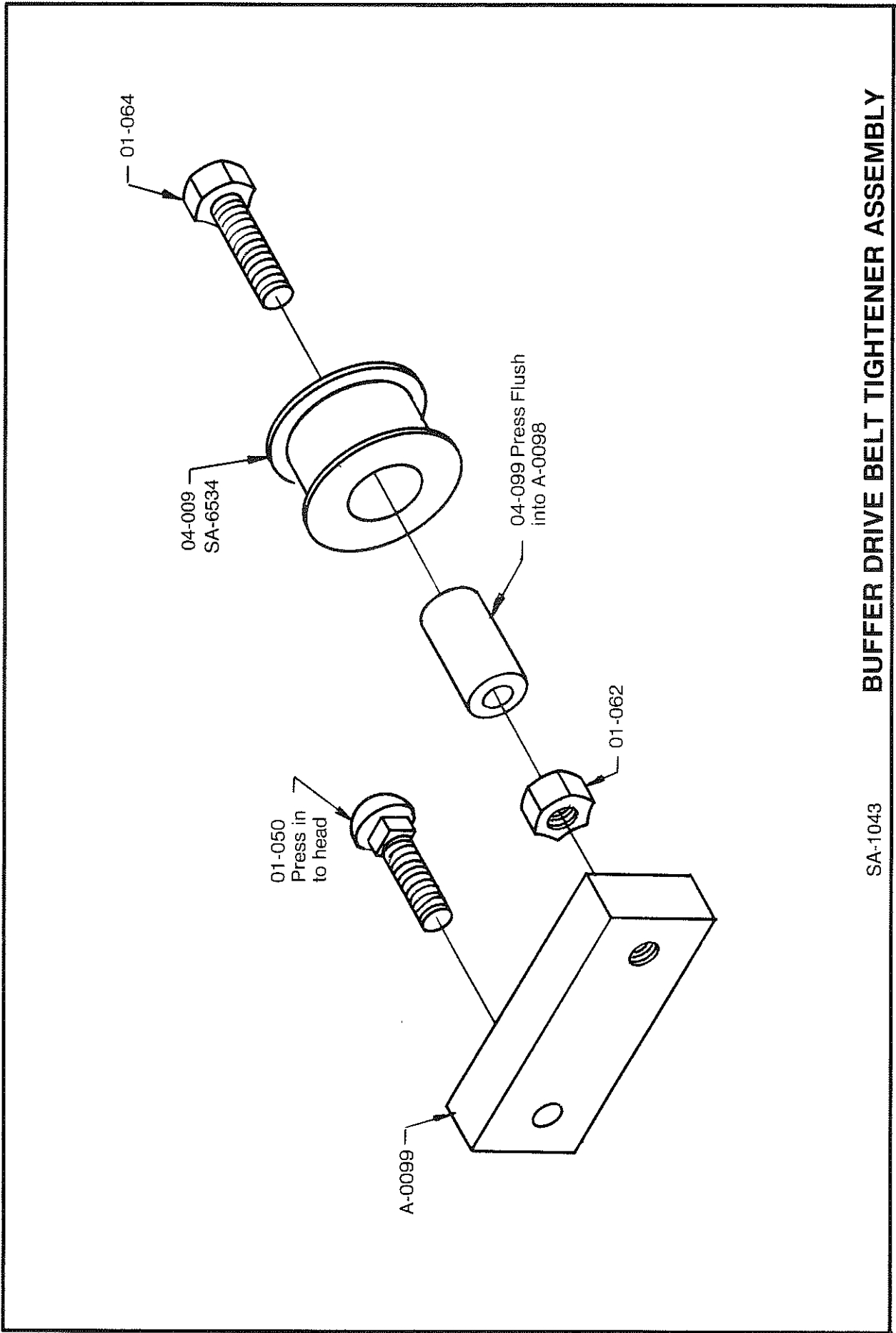
SA-1028

CHAIN IDLER ASSEMBLY

REV. SA1028 A

BUFFER DRIVE BELT TIGHTENER ASSEMBLY

PART #	DESCRIPTION
01-050	1/4-20 X 1 INCH CARRIAGE BOLT
01-062	5/16 -18 HEX STEEL MACHINE NUT
01-064	1/16-18 X 1 3/4 INCH HEX HEAD BOLT
04-009	BUSHING
A-0099	BELT TENSION BAR
SA-1043	BUFFER DRIVE BELT TIGHTENER ASSEMBLY
SA-6534	NYLON PULLEY WITH BUSHING

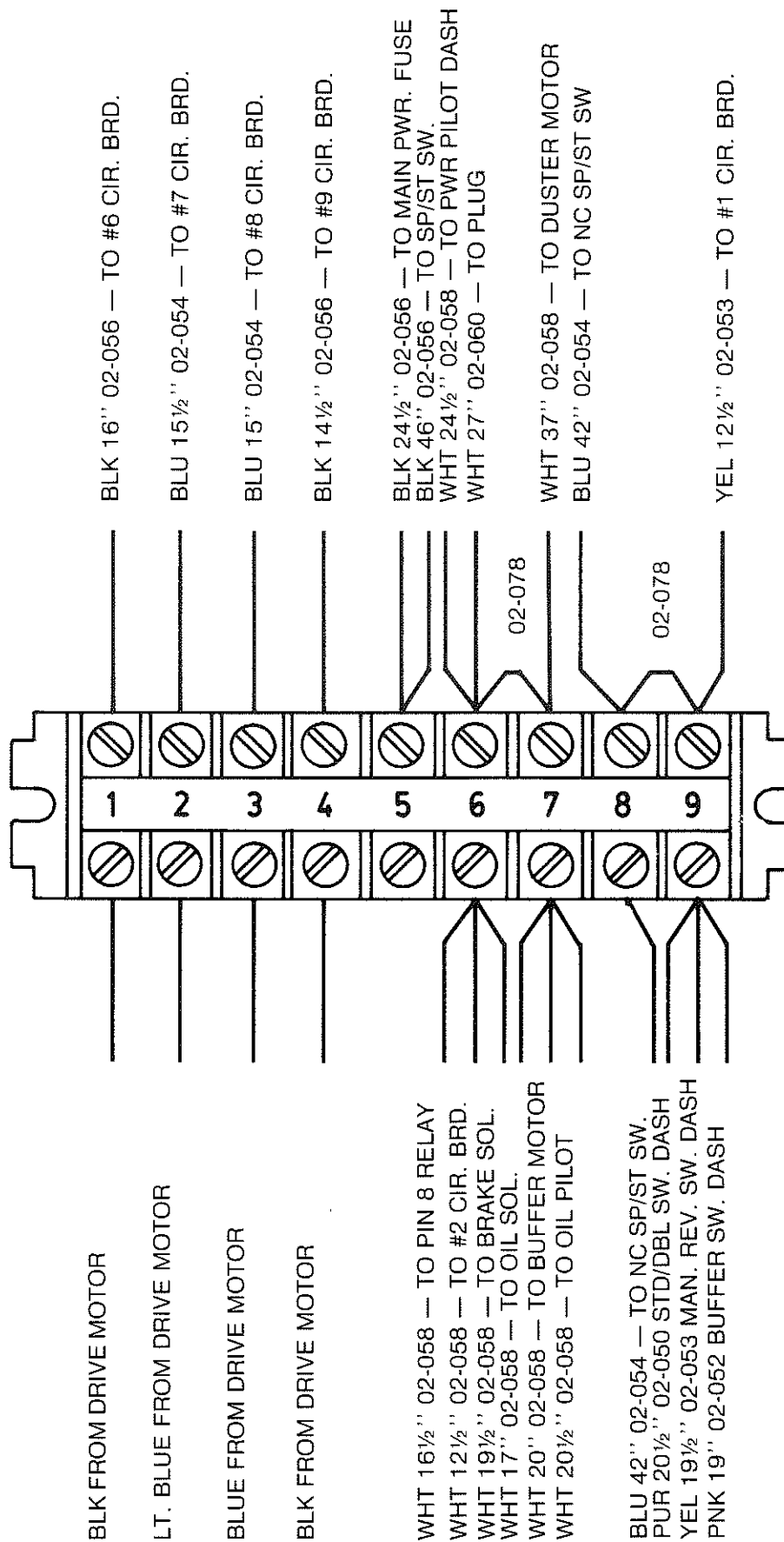


BUFFER DRIVE BELT TIGHTENER ASSEMBLY

SA-1043

TERMINAL BLOCK ASSEMBLY MODEL D LC100

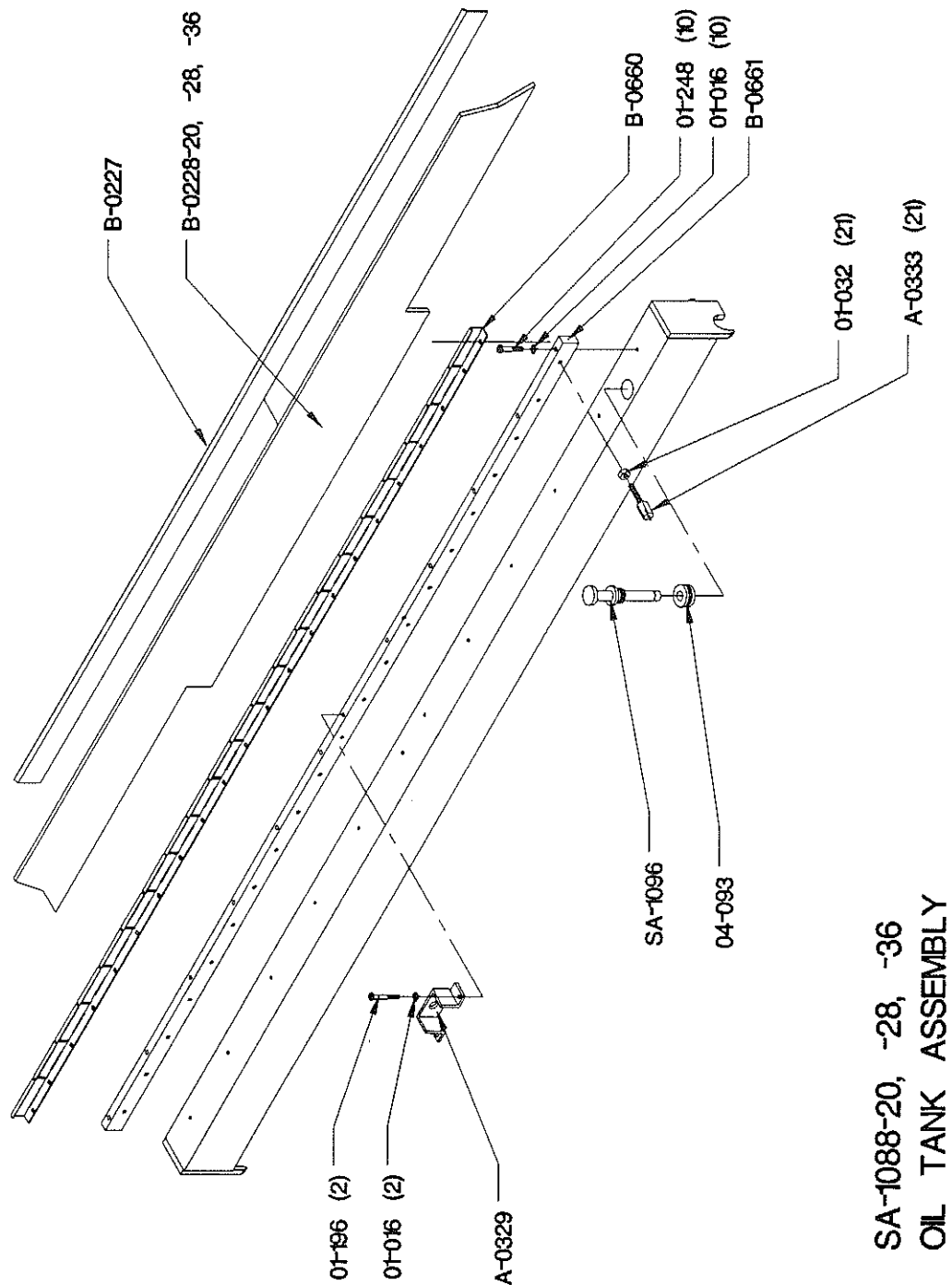
PART #	DESCRIPTION
01-009	8-32 X 3/8 SLOTTED PAN HEAD MACHINE SCREW
02-015	SECTIONAL TERMINAL BLOCK
02-016	TERMINAL BLOCK END SECTION
02-028	BUTT CONNECTOR
02-050	PURPLE WIRE, STRANDED, 18/1
02-052	PINK WIRE, STRANDED, 18/1
02-053	YELLOW WIRE, STRANDED, 18/1
02-054	BLUE WIRE, STRANDED, 18/1
02-056	BLACK WIRE, STRANDED, 18/1
02-058	WHITE WIRE, STRANDED, 18/1
02-060	WHITE WIRE, STRANDED, 16/1
02-117	SPADE TERMINAL
02-078	JUMPER
02-573	QUICK DISCONNECT
02-585	QUICK DISCONNECT
A-0579	TERMINAL BLOCK DECAL
B-0522	TERMINAL BLOCK MOUNTING ANGLE
SA-3126	TERMINAL BLOCK ASSEMBLY MODEL D LC100



TERMINAL BLOCK ASSEMBLY MODEL D LC100

GEMINI STYLE OIL TANK ASSEMBLY

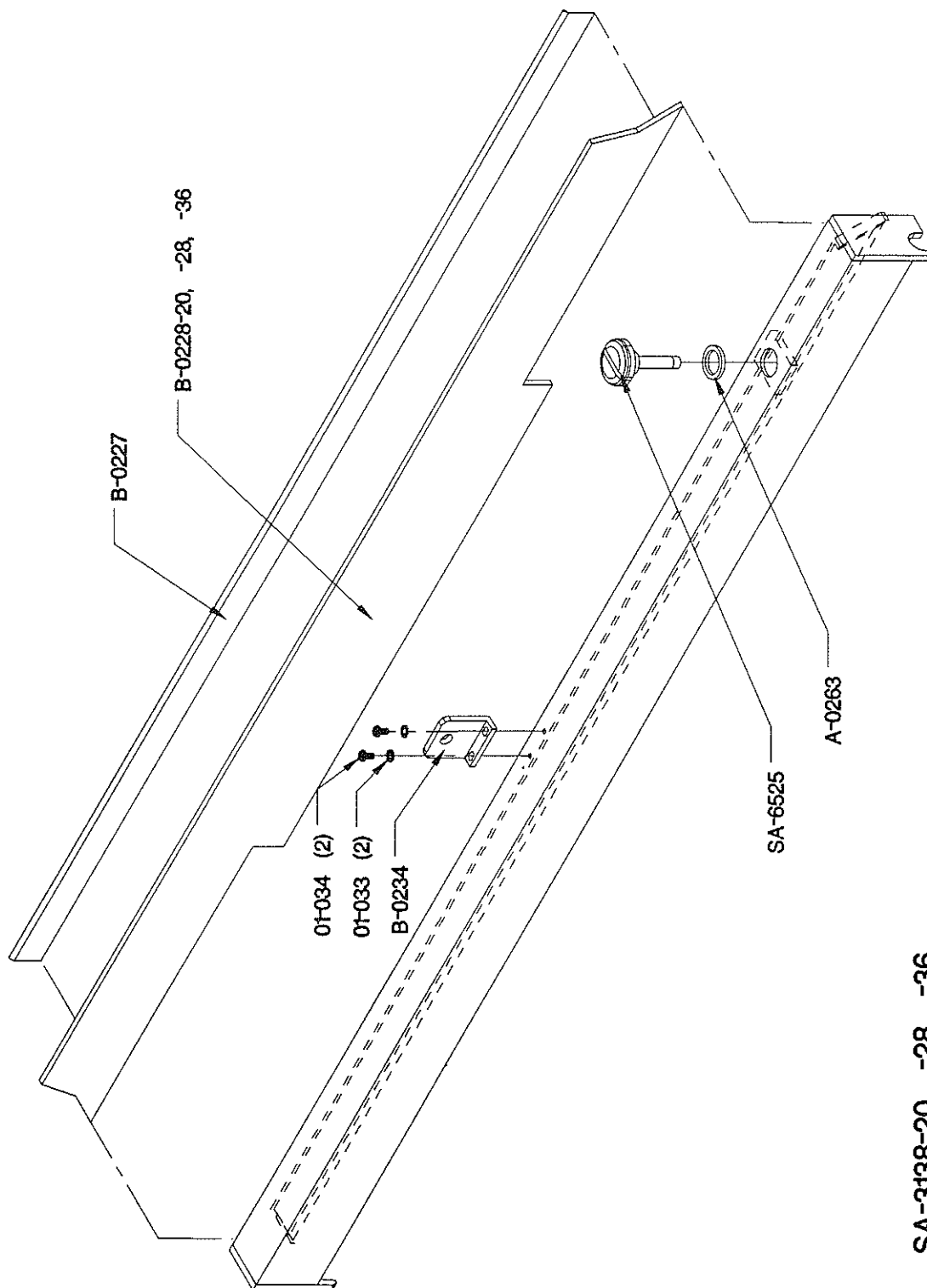
PART #	DESCRIPTION
01-008	8-32 X 1/4 INCH PAN HEAD MACHINE SCREW
01-016	#8 EXTERNAL TOOTH LOCKWASHER
01-032	10-32 HEX STEEL MACHINE NUT
01-051	1/4-20 NYLON INSERT LOCKNUT
01-056	1/4 INCH FLAT WASHER, TYPE A, PLATED
01-196	8-32 X 1 1/4 HEX SOCKET BUTTON HEAD SCREW
01-223	COTTERLESS HITCH PIN
01-248	8-32 X 1 INCH PAN HEAD MACHINE SCREW
01-474	10-32 X 1 1/4 SET SCREW *ONLY ON GEMINI TANKS SO EQUIPPED)
04-093	TEFLON WASHER
04-158	RETAINING RING FOR TANK TILT ADJUSTING BOLT (NOT SHOWN)
A-0329	OIL TANK PULL LINKAGE - GEMINI TANK
A-0333	TANK CALIBRATION SCREW WITH HANDLE - GEMINI TANK
A-0622	TANK TILT ADJUSTING BOLT (NOT SHOWN)
A-0631	OIL TANK HOOK UP LINKAGE
A-0632	TANK TILT ADJUSTING BOLT (NOT SHOWN)
A-0633	TANK TILT ADJUSTING PIVOT ROD (NOT SHOWN)
A-5037	OIL TANK LINKAGE SPRING
B-0227	TANK FELT RETAINER
B-0228-20	OIL TANK FELT - 20 INCH TONGUE
B-0228-28	OIL TANK FELT - 28 INCH TONGUE
B-0228-36	OIL TANK FELT - 36 INCH TONGUE
B-0327	GEMINI OIL TANK BAR (SEPARATE SCREW HOLDERS FOR B-0327 & B-0338)
B-0328	GEMINI OIL TANK ANGLE(SEPARATE SCREW HOLES FOR B-0328 & B-0328)
B-0660	GEMINI OIL TANK ANGLE (COMMON SCREW HOLES FOR B-0660 & B-0661)
B-0661	GEMINI OIL TANK BAR (COMMON SCREW HOLES FOR B-0660 & B-0661)
SA-1088-20	GEMINI OIL TANK ASSEMBLY - 20 INCH TONGUE WICK
SA-1088-28	GEMINI OIL TANK ASSEMBLY - 28 INCH TONGUE WICK
SA-1088-36	GEMINI OIL TANK ASSEMBLY - 36 INCH TONGUE WICK
SA-1096	DIP STICK ASSEMBLY - GEMINI TANK
SA-1098	TANK TILT SUPPORT ARM ASSEMBLY - RIGHT (NOT SHOWN)
SA-1099	TANK TILT SUPPORT ARM ASSEMBLY - LEFT (NOT SHOWN)



SA-1088-20, -28, -36
OIL TANK ASSEMBLY

STANDARD 100 STYLE OIL TANK ASSEMBLY

PART #	DESCRIPTION
01-033	#10 EXTERNAL TOOTH LOCKWASHER PLATED
01-034	10-24 X 3/8 PAN HEAD MACHINE SCREW
01-233	COTTERLESS HITCH PIN
04-158	RETAINING RING FOR TANK TILT ADJUSTING BOLT (NOT SHOWN)
A-0263	VITON WASHER
A-0632	TANK TILT ADJUSTING BOLT (NOT SHOWN)
A-0633	TANK TILT ADJUSTING PIVOT RODL (SHOT SHOWN)
B-0227	OIL TANK FELT RETAINER
B-0228-20	OIL TANK FELT - 20 INCH TONGUE WICK
B-0228-28	OIL TANK FELT - 28 INCH TONGUE WICK
B-0228-36	OIL TANK FELT - 36 INCH TONGUE WICK
B-0234	STANDARD OIL TANK PUSH ROD BRACKET
SA-1065	STANDARD TANK TILT ARM ASSEMBLY
SA-3138-20	STANDARD 100 OIL TANK ASSEMBLY-20 INCH TONGUE WICK
SA-3138-28	STANDARD 100 OIL TANK ASSEMBLY-28 INCH TONGUE WICK
SA-3138-36	STANDARD 100 OIL TANK ASSEMBLY-36 INCH TONGUE WICK
SA-6525	STANDARD OIL TANK DIP STICK ASSEMBLY



SA-3138-20, -28, -36
OIL TANK ASSEMBLY

