FOREWORD

This instruction book is intended primarily for mechanics, but it can be studied to very good advantage by salesmen. This book is not an operator's instruction book and should not be given to customers.

The drawings contained in this book should be studied in connection with the reading matter and are of great assistance in learning the functions and adjustments of the various mechanical units.

For those in the Foreign field who do not read English, a careful study of the drawings will give helpful fundamental information.

Study one unit thoroughly before going on to another.

To obtain the best results, learn the adjustments pertaining to a unit from the book and then make them on the machine.

NOTE: Parts in this revised Instruction Book are for Electri-Conomy Machines with 44 Key construction.

Parts not listed in this Instruction Book are same as manually operated Remington Typewriters and can be ordered from Parts Catalogue BP-62.
### INDEX TO SUBJECTS

<table>
<thead>
<tr>
<th>SUBJECT</th>
<th>TEXT PAGE</th>
<th>PARTS PAGE</th>
<th>PLATE PAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>BACK SPACE KEY ALSO REPEAT</td>
<td>5</td>
<td>5-6</td>
<td>4</td>
</tr>
<tr>
<td>CARRIAGE</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CARRIAGE RETURN AND LINE SPACE ALSO REPEAT</td>
<td>11-13</td>
<td>13-15</td>
<td>10</td>
</tr>
<tr>
<td>DESK MOUNTING</td>
<td></td>
<td></td>
<td>74</td>
</tr>
<tr>
<td>ESCAPEMENT AND UNIVERSAL BAR</td>
<td>17-20</td>
<td>21</td>
<td>16</td>
</tr>
<tr>
<td>FRAME SUPPORTS</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IMPRESSION CONTROL DIAL</td>
<td>23-26</td>
<td>26-27</td>
<td>22</td>
</tr>
<tr>
<td>MANUAL BACK SPACE</td>
<td>6</td>
<td>7</td>
<td>8</td>
</tr>
<tr>
<td>MARGIN RELEASE, LINE LOCK AND BELL</td>
<td>29-30</td>
<td>30-32</td>
<td>28</td>
</tr>
<tr>
<td>PALM TABULATION</td>
<td>65</td>
<td></td>
<td>66</td>
</tr>
<tr>
<td>PANELS</td>
<td></td>
<td></td>
<td>69</td>
</tr>
<tr>
<td>PLATEN AND LINE SPACE</td>
<td></td>
<td></td>
<td>67</td>
</tr>
<tr>
<td>POWER ARMS (GROUPING)</td>
<td>25-26</td>
<td>35-36</td>
<td>35-37</td>
</tr>
<tr>
<td>POWER DRIVE UNIT</td>
<td>35-36</td>
<td>36-37</td>
<td>35-37</td>
</tr>
<tr>
<td>RIBBON COVER</td>
<td>39-40</td>
<td>40-41</td>
<td>38</td>
</tr>
<tr>
<td>RIBBON DRIVE</td>
<td>43-45</td>
<td>45-46</td>
<td>42</td>
</tr>
<tr>
<td>RIGID ALIGNING SCALE</td>
<td></td>
<td></td>
<td>72</td>
</tr>
<tr>
<td>SHIFT MECHANISM</td>
<td>49-50</td>
<td>50-51</td>
<td>48</td>
</tr>
<tr>
<td>SPACE KEY ALSO REPEAT</td>
<td>53</td>
<td>53-54</td>
<td>52</td>
</tr>
<tr>
<td>STROKE COUNTER</td>
<td>71</td>
<td>71</td>
<td>70</td>
</tr>
<tr>
<td>TABULATION</td>
<td>57-59</td>
<td>59-60</td>
<td>56</td>
</tr>
<tr>
<td>TEN KEY TABULATION</td>
<td>63</td>
<td>63-65</td>
<td>62</td>
</tr>
</tbody>
</table>

Printed in U.S.A.                                        Printed February, 1951
MECHANICAL INSTRUCTIONS FOR REMINGTON ELECTRI-COONY TYPEWRITER

BACK SPACE KEY MECHANISM

The drawing covering this mechanism shows in detail the assembly of the parts which govern its operation. Pressing Back Space Key Lever 4-12560 operates Back Space Type Bar Trip Bell Crank 4-10012 and releases Back Space Power Arm 4-12682 which operates Back Space Bell Crank, 4-12690. A Pull Wire 4-12695 is connected between Bell Crank 4-12690 and Back Space Bail 4-12694. Back Space Bail 4-12694 pivots in Carriage Spring Drum Bracket 4-12902. This action drives the Back Space Pawl 4-12703 Pica or 4-12704 Elite upward causing Escapement Wheel to turn one space backward. This mechanism is very simple in construction and will require very little adjusting. It is necessary as in all parts of the machine to have free moving parts.

If the Back Space fails to operate, check the following: See that Back Space Pawl Spring 4-12656 has sufficient tension to hold the Back Space Pawl 4-12703 (Pica) or 4-12704 (Elite) clear of the Escapement Wheel Teeth. Also see that the Pawl is free in movement. With Back Space Bell Crank Pull Wire 4-12695 disconnected and Back Space Power Arm 4-12682 restored, check Back Space Bell Crank 4-12690 to limit on Back Space Downstop 4-12117 and clear rear roll of Back Space Power Arm. Note: If Back Space Power Arm Bell Crank 4-12690 limits on rear roll of back Space Power Arm there will be a bite as Back Space Key Lever is depressed slow). Back Space Bail 4-12694 to be free and Back Space Pull Wire 4-12695 to be free and Back Space Pull Wire 4-12695 is connected correctly. The Back Space Pull Wire 4-12695 should be adjusted to allow the Back Space Pawl to throw Escapement Wheel one space when Power Roll 4-10504 is operated by hand. Do not throw limit into Escapement Wheel when Back Space Pawl is at high point of travel. Check Back Space operation in both upper and lower cases. Caution: When at rest position, the tooth of the Back Space Pawl must clear the teeth of the Escapement Wheel. When adjustment is made, check Back Space for operation by power.

The Escapement Rocker Body should be located so that the Loose Dog holds the Escapement Wheel in such a position that the tooth of the Escapement Wheel will be fully engaged by the Back Space Pawl when Back Space is operated. The location of the Escapement Rocker Body is described in the text covering the Escapement Mechanism.

It will be noticed that the Line Lock Bail does not lock the Back Space Key Lever at the time the Type Bar Key Levers are locked. This permits the Back Space Key to be operated when Right Margin Stop is operating Line Lock Bail. However, when carriage is returning under power or switch is turned to "OFF" position, Back Space Key is locked.

BACK SPACE PARTS

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>4-10003</td>
<td>Power Trip Bell Crank Fulcrum</td>
</tr>
<tr>
<td>4-10012</td>
<td>Type Bar Power Trip Bell Crank</td>
</tr>
<tr>
<td>4-10045</td>
<td>Key Lever Fulcrum Wire</td>
</tr>
<tr>
<td>4-10068</td>
<td>Type Bar Power Arm Spring</td>
</tr>
<tr>
<td>4-10069</td>
<td>Type Bar Power Trip Spring</td>
</tr>
<tr>
<td>4-10147</td>
<td>Type Bar Power Trip Trigger Spring</td>
</tr>
<tr>
<td>4-10138</td>
<td>Type Bar Bell Crank Spring</td>
</tr>
<tr>
<td>4-10182</td>
<td>Power Trip Stop Wire End</td>
</tr>
</tbody>
</table>

Printed in U.S.A.                             Printed February, 1951
4-10188  Power Arm Fulcrum Pin (Left)  
4-10504  Power Roll  
4-10650  Frame Back Assembled  
4-12117  Back Space Power Bell Crank Downstop  
4-12151  Molded Key Cap B.S. Gray  
4-12249  Molded Key Cap B.S. Green  
4-12653  Back Space Key Lever Bell Crank (42 Key Machine)  
4-12656  Back Space Pawl Spring  
4-12660  Back Space Key Lever  
4-12682  Back Space Power Arm  
4-12690  Back Space Bell Crank (Standard 44 Key Machine)  
4-12694  Back Space Operating Shaft Assembly  
4-12695  Back Space Pull Wire  
4-12703  Back Space Pawl (Pica)  
4-12704  Back Space Pawl (Elite)  
4-12902  Carriage Spring Drum Bracket  
4-13155  Carriage Return Tape Guard  
2-40016  Back Space Power Arm Bell Crank Downstop Mounting Screw  
2-40055  Return Tape Guard Mounting Screws

**REPEAT BACK SPACE PARTS**

4-12709  Repeat Back Space Key Lever Assembly, 42 Key  
4-12712  Repeat Back Space Key Lever Assembly, 44 Key  
4-12533  Repeat Back Space Key Power Trip Bell Crank Comp.  
4-12650  Repeat Back Space Bell Crank Assembly (Repeat 42 Key Machine)  
4-12690  Repeat Back Space Bell Crank Assembly (Repeat 44 Key Machine)  
4-12722  Repeat Back Space Key Power Arm Assembly

**ELECTRI-CONOMY MANUAL BACK SPACE MECHANISM**

Below is a list of the parts necessary to install Manual Back Space Mechanism on the Electri-Conomy machines. This is a special feature and only placed on machines when it is specified on the order.

It will be noted that the Downstop has a slide on it which travels to the left when the Carriage Return Key is depressed in order to block the Carriage Return Key from being operated when the Back Space Key is down or vice versa.

Manual Back Space Key Lever Pull Wire 4-12719 should be adjusted to allow a minimum of movement between Manual Back Space Key Lever Line Lock Pawl and Line Lock Bail 4-13878 to limit Back Space Pawl 4-12703 from touching Escapement Wheel Teeth when carriage is returning.

The purpose of having a Manual Back Space on the Electri-Conomy machines is to make it possible for an operator to back space to half space positions in order to make corrections.

Went into production on Machine No. E-1929935.
ELECTRIC-CONOMY MANUAL BACK SPACE MECHANISM (CONT'D)

4-10003  Power Trip Bell Crank Fulcrum
4-10045  Key Lever Fulcrum Wire
4-10121  Manual Back Space Key Lever Down Stop Support Mounting Screw Washer
4-11746  Manual Back Space Lock Spring
4-11771  Manual Back Space Pull Wire Screw End
4-12713  Manual Back Space Key Lever Assembled
4-12717  Manual Back Space Key Lever Down Stop Support Assembled
4-12718  Manual Back Space Key Lever Down Stop
4-12719  Manual Back Space Bell Crank Pull Wire Assembled
4-12721  Manual Back Space Segment Shift Bracket Assembled
4-13176  Carriage Return Key Lever Assembly
2-40065  Manual Back Space Key Lever Down Stop Mounting Screw
2-40186  Manual Back Space Key Lever Down Stop Support Mounting Screw
CARRIAGE RETURN AND LINE SPACE

When Carriage Return Key Lever 4-13176 is operated, the Carriage Return Bell Crank 4-13115 is operated by means of its Power Arm 4-12682. The Clutch Toggle 4-13071 and Clutch Operating Arm 4-13114 causes the clutch to be engaged.

The Clutch is disengaged when the Left Margin Stop 4-13814 strikes the Margin Stop Release Blade 4-13842 which moves the Clutch Toggle Release Slide Bracket 4-13040 to the right. The movement of this bracket restores the Clutch to normal through the action of Clutch Toggle Release Cam 4-13008, Pull Wire 4-13083, Bell Crank 4-13025, Carriage Release Clutch Toggle 4-13071, and the Clutch Operating Arm 4-13114.

ADJUSTMENTS

It will be found necessary to follow the proper sequence of adjustments to secure correct Left Margins and correct Line Spacing. If any adjustment is changed in any manner, check all other adjustments.

Correct Sequence:

1. Carriage Return Bell Crank Pull Wire 4-13120
2. Carriage Return Release Cam Link 4-13083
3. Margin Stop Rack 2-47882 (Pica)
4. Carriage Return Escapement Loose Dog Link 4-13083
5. Carriage Return Clutch Tension Eccentric 4-13080 and Carriage Return Clutch Plate Pressure Spring Nuts 4-13013
6. Carriage Return Line Lock Pull Wire 4-12657 (Adjust Switch and Margin Stop Line Locks before Carriage Return Line Lock Pull Wire)

1. Adjust the Carriage Return Bell Crank Pull Wire 4-13120 to raise lower jaw of Carriage Return Clutch Operating Arm 4-13114 to touch bottom of Stud on Carriage Return Clutch Toggle 4-13071 when Power Arm Nylon Cam is at high point on Power Roll, when the Power Roll 4-10504, is operated by hand. It will be found when making this adjustment that Carriage Return Release Cam Link 4-13083 and Carriage Return Line Lock Pull Wire 4-12657 should be unhooked from the Carriage Release Bell Crank 4-13025, also be sure Tabulator Blade Latch Restoring Screw 4-11791 is moved out, to prevent interference of Carriage Return Clutch Toggle movement. The Pull Wire must not be adjusted too short, otherwise, the Clutch Toggle will fail to restore to normal after the Power Arm Operation is completed.

2. Adjust the Carriage Return Release Cam Link 4-13083 to have Carriage Return Clutch Toggle Release Cam 4-13008 touch extension "A" of Carriage Return Clutch Toggle Release Slide Bracket 4-13040 with the Carriage Return Clutch Toggle 4-13071 in the "UP" position and END OF FULL WIRE JUST TO CENTER OF HOLE IN CARRIAGE RELEASE BELL CRANK 4-13025. When Carriage Return Cam Link 4-13083 is adjusted there should be no lost motion between Carriage Return Release Bell Crank 4-13025 and Carriage Return Clutch Toggle Release Slide Bracket 4-13040, with Carriage Return Clutch Toggle 4-13071 in an "UP" position, to prevent delay in restoring Carriage Return Clutch Toggle Operating Arm 4-13114 when Carriage Return Clutch Toggle Release Slide Bracket is moved to the right.

Printed in U.S.A.  Printed February, 1951
ADJUSTMENTS

Have Carriage Return Line Lock Pull Wire 4-12695 unhooked from Carriage Release Bell Crank 4-13025 when making this adjustment.

3. Adjust Margin Stop Rack by eccentric until Margin Stop Left 4-13814 just touches Margin Stop Release Lever 4-13842 at left margin with Margin Stop Release Lever limiting against Release Slide Bracket 4-13040. Adjust the Carriage Return End Stop Nut 4-13105 until it clears end of Carriage Return Release Clutch Toggle Release Slide Bracket 4-13040 by .005. There should be no movement of Release Slide Bracket when Margin Stop is moved away from left margin.

4. Adjust the Carriage Return Escapement Loose Dog Link 4-13083 until Loose Dog Cam just limits the Loose Dog in the Loose Dog Guide when Release Slide Bracket is moved to the extreme right.

ASSUMING THAT THE PRECEDING ADJUSTMENTS ARE CORRECT AND THE CARRIAGE TENSION IS RIGHT, ADJUSTMENTS 3 AND 4 WILL PROVIDE CORRECT DROP FOR EVEN LEFT MARGINS AND CORRECT LINE SPACING.

5. Adjust Eccentric 4-13080 to have Carriage Return Clutch Plate 4-13012 clear Friction Disc 4-13173. When pulling on Carriage Return Tape 4-13034, Carriage Return Spring Drum 4-13059 should be free to turn without friction. Turn Carriage Return Spring Drum all the way to the left and connect Carriage Return Tape 4-13034 to hook on Carriage Return Spring Drum. Be sure that thin hook on Carriage Return Tape is hooked to the Spring Drum and that heavy hook is attached to Carriage Return Support Tape Bracket 4-13093. Adjust Carriage Return Clutch Plate Pressure Spring Nuts 4-13013 to Carriage Return Clutch Plate to provide proper tension on Clutch Disc. If Spring Nuts are too tightly adjusted Carriage Return Clutch 4-13071, when engaged may cause "jerk" in Carriage Return and Line Space Tapes resulting in uneven line spacing and unnecessary wear on Carriage Return Tapes. The tension applied through Eccentric and Spring Nuts should be sufficient to pull carriage to right in a smooth easy action. This condition may be checked by depressing Carriage Return Key 4-12249 and limit the Carriage from moving to the right; do not cause motor to stall but apply enough pressure to determine if tension is heavy enough to pull on through when released.

6. Adjust the Eccentric 4-13860 on Switch Lock Link 4-14036 to lock the entire keyboard when switch is in the "OFF" position. Adjust the Margin Stop Line Lock Pull Wire 4-12695 on left side (Front View) to lock alphabet and numeral keys only with switch in "ON" position. Adjust Carriage Return Lock Pull Wire 4-12695 right side (Front View) to lock entire keyboard when Clutch Toggle is in "UP" position and switch is "ON". Adjust the Carriage Return Line Lock Pull Wire 4-12695 to lock the entire keyboard when the Carriage Return Clutch Toggle 4-13071 is in the "UP" position.

Carriage Return and Line Space Tape Support Bracket 4-13093 has longer studs than the old style bracket. These studs are now hydrogen brazed to prevent them from loosening and turning.
MECHANICAL INSTRUCTIONS FOR REMINGTON ELECTRI-CONOMY TYPEWRITER

Dismantling

The longer studs were necessary to accommodate heavier hooks on the Carriage Return and Line Space Tapes.

The Steel Thrust Washers 4-13016 are now .020 thicker to allow more adjustment in the Carriage Return Clutch Toggle Operating Arm Eccentric 4-13080. Carriage Return Tapes 4-13034 are now 5" longer than those formerly used. This allows a full turn of tape on the Spring Drum covering hook, preventing this hook from starting tapes to fray as Clutch Toggle engages. Tapes on 20" carriages will still be the same length as a full turn on this length carriage resulted in backlash in mechanism.

To remove Clutch Assembly Complete from machine, take off parts in following order: Keeper MD-18545. Carriage Return Support Bracket Mounting Screw 2-48072 and Bracket 4-13111. Disengage long Carriage Return Tape 4-13191, and release tension from Clutch Mainspring. Disconnect Spring 4-13108. Remove Screw 2-48065 and Nut 2-40409. Remove Carriage Return Clutch Operating Lever Pivot Screw Bearing 4-13166. Work Operating Lever Arm 4-13114 off Pivot Screw 4-13079. Remove two (2) Mounting Screws 4-13084 which hold Rear Bearing Block 4-13142 to rear of right side frame. Remove two (2) Screws 2-48092 and Front Bracket 4-13087. Lift entire assembly from machine.

Friction Disc Pin 4-13023 must be properly located in cutout portion of Friction Disc 4-13170.

Note the two prongs on Pressure Spring Adjusting Bushing 4-13015. The prongs must be located in the cutout portion of Steel Bearing 4-13015 when clutch is assembled.

A dwell is provided in Clutch Plate 4-13012 to seat one of the prongs of Pressure Spring 4-13001.

Use shims 4-13150 which are .003 thick between Clutch Shaft Bearing Bracket 4-13087 and machine base to obtain proper mesh of Power Roll Shaft Gear 4-10529 and Carriage Return Clutch Shaft Gear (Bronze) 4-13178.

Carriage Return Parts

- 4-10003 Power Trip Bell Crank Fulcrum
- 4-10012 Type Bar Power Trip Bell Crank
- 4-10045 Type Bar Bell Crank and Key Lever Fulcrum Wire
- 4-10054 Paper Table Detent Bracket Hex Screw
- 4-10068 Type Bar Power Arm Spring
- 4-10147 Type Bar Power Trip Trigger Spring
- 4-10182 Power Trip Stop Wire End
- 4-10189 Power Arm Fulcrum Pin
- 4-10504 Power Roll
- 4-10505 Power Roll Gear Set Screw
- 4-10506 Power Roll Set Screw
- 4-10514 Power Roll Pulley

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CARRIAGE RETURN PARTS (CONT'D)

- 4-10521 Power Roll Pulley Belt
- 4-10529 Power Roll Gear
- 4-11795 Tabulator Blade Bell Crank Actuator Assem.
- 4-12151 Molded Key Cap C.R. (Gray)
- 4-12216 Line Space Lever Eccentric
- 4-12249 Molded Key Cap C.R. (Green)
- 4-12682 Carriage Return Power Arm
- 4-12956 Feed Rack Assembled (Pica)
- 4-12960 Feed Rack Assembled (Elite)
- 4-13001 Carriage Return Clutch Plate Pressure Spring
- 4-13006 Carriage Return Clutch Operating Lever Bearing (Bronze)
- 4-13008 Carriage Return Clutch Toggle Release Cam
- 4-13011 Carriage Return Escapement Loose Dog Release Bracket Assem.
- 4-13012 Carriage Return Clutch Plate
- 4-13013 Carriage Return Clutch Plate Pressure Spring Nut (2)
- 4-13015 Carriage Return Clutch Plate Pressure Spring Adjusting Bushing
- 4-13016 Carriage Return Clutch Operating Lever Bearing (Steel)
- 4-13017 Restoring Spring (4)
- 4-13023 Carriage Return Clutch Friction Disc Pin
- 4-13025 Carriage Return Release Bell Crank
- 4-13036 Carriage Return Escapement Loose Dog Release Cam
- 4-13040 Carriage Return Clutch Toggle Release Slide Bracket
- 4-13059 Carriage Return Tension Spring
- 4-13071 Carriage Return Clutch Toggle
- 4-13076 Carriage Return Clutch Toggle Shaft Bearing Bracket Right
- 4-13077 Carriage Return Clutch Operating Lever
- 4-13079 Carriage Return Clutch Operating Lever Pivot Screw
- 4-13080 Carriage Return Clutch Operating Lever Arm Eccentric
- 4-13083 Carriage Return Release Cam Link
- 4-13084 Carriage Return Clutch Shaft Bearing Block Mounting Screw
- 4-13087 Clutch Shaft Bearing Front Bracket
- 4-13093 Carriage Return Tape Support Bracket
- 4-13097 Carriage Return Tape Roller Bracket
- 4-13105 Carriage Return End Stop Nut Long
- 4-13107 Carriage Return Spring Retaining Disc Retainer
- 4-13108 Carriage Return Clutch Lever Operating Arm Spring
- 4-13111 Carriage Return Support Bracket
- 4-13114 Carriage Return Clutch Operating Lever Arm
- 4-13115 Carriage Return Bell Crank
- 4-13118 Carriage Return Tape Short Assembled
- 4-13120 Carriage Return Bell Crank Pull Wire Assem.
- 4-13142 Carriage Return Clutch Shaft Bearing Block Rear
- 4-13144 Carriage Spring Retaining Disc
- 4-13146 Carriage Return Spring Drum
- 4-13149 Carriage Return Clutch Shaft
- 4-13150 .003 Shim for Clutch Shaft Bearing Bracket
- 4-13154 Carriage Return Spring Drum Thrust Washer
- 4-13156 Clutch Shaft Gear (Bronze) Set Screw
- 4-13164 Carriage Return Clutch Toggle Shaft Bearing Bracket Left
- 4-13165 Clutch Friction Disc Spacer
CARRIAGE RETURN PARTS (CONT'D)

4-13166  Carriage Return Clutch Operating Lever Pivot Screw Bearing
4-13170  Carriage Return Clutch Friction Disc
4-13178  Clutch Shaft Gear (Bronze)
4-13182  Carriage Return Buffer Toggle Spring
4-13191  Carriage Return Tape (Long) Assem.
4-13604  Line Space Lever
4-13606  Line Space Roller Bracket
4-13607  Line Space Roller
4-13608  Line Space Roller Screw
4-13609  Line Space Roller Screw Nut
4-13660  Paper Table Detent Spring Bracket
4-13661  Paper Table Detent Spring
4-13814  Margin Stop Assembled Left
4-13817  Margin Stop Right Pica
4-13818  Margin Stop Right Elite
4-13842  Margin Stop Release Lever
4-13853  Margin Stop Rack Bracket Left
2-40004  Carriage Return Clutch Operating Lever Arm Eccentric Screw
2-40011  Line Space Eccentric Mounting Screw
2-40066  Line Space Roller Bracket Mounting Screw
2-40167  Carriage Return Escapement Loose Dog Release Bracket Screw
2-40179  Rear Bearing Block Grease Retainer Screw
2-40184  Margin Stop Bracket Stop Screw
2-40186  Clutch Toggle Bracket Mounting Screw
2-40280  Carriage Return Tape Support Bracket Mounting Screw
2-40324  Carriage Return Clutch Shaft Tension Spring
2-40409  Lock Nut
2-40565  Dowel Pin
2-40933  Lock Washer
2-47871  Paper Table Detent Spring Bracket Spacer
2-48065  Carriage Return Clutch Operating Lever Arm Screw
2-48072  Carriage Return Support Bracket Mounting Screw
2-48076  Carriage Return Clutch Toggle Release Slide Bracket Mounting Screw
2-48092  Clutch Shaft Bearing Front Bracket Mounting Screw
MD-18545  Keeper

REPEAT LINE SPACE PARTS

4-13160  Carriage Return Power Trip Bell Crank
MECHANICAL INSTRUCTIONS FOR REMINGTON ELECTRI-CONOMY TYPEWRITER

ESCAPEMENT AND UNIVERSAL BAR

Disconnect Pull Wires 4-13083 from Carriage Return Release Bell Crank 4-13025 and Loose Dog Release Cam 4-13036. Remove Loose Dog Release Cam 4-13036 and Couthc Toggle Release Cam 4-13008. Remove three (3) Keepers and take off Margin Stop Release Blade 4-13842. Loosen the Screw 2-40114 for the Escapement Link Lock Arm 2-42605 at bottom of Escapement Rocker 4-11626. Remove Nut 2-40411 and Screw 2-40122 that holds Escapement Rocker Bracket 4-11630 to frame. Take Escapement Rocker Bracket Complete 4-11619 Pica, 4-11620 Elite from machine.

There are certain adjustments pertaining to this escapement which should be made when escapement mechanism is out of the machine. Remove one of the Escapement Rocker Pivot Screws 2-40164 and take out the Escapement Rocker 4-11626 complete. (Do not lose the Escapement Rocker Spring 2-40300). Remove the Escapement Loose Dog Silencer Stop Screw 2-40081 and Nut 2-40409 from the Escapement Rocker Bracket 4-11619. Remove the Escapement Wheel 2-42755 by taking out the Escapement Wheel Bearing Screw 2-40189, Nut 2-40411 and Washer 2-40958.

On the rear side of the Escapement Wheel 2-42755 will be found the Loose Dog Silencer 2-42623, Silencer Friction Spring 2-42606 and Friction Spring Collar 2-40919. The purpose of the Loose Dog Silencer 2-42623 is to eliminate noise by holding the Loose Dog clear of the Escapement Wheel Teeth as the carriage is being returned, therefore only enough tension should be put on the Silencer Friction 2-42606 to obtain this result.

The correct tension can be obtained by loosening the two Set Screws 2-40115 and adjusting Collar 2-40919 which is threaded. Care should be taken on this adjustment, if collar is screwed on too far it will slow down carriage speed and make carriage return heavy. After adjusting the collar, make sure that rear side of collar does not extend beyond back edge of Escapement Wheel 2-42755, also see that Set Screws 2-40115 in collar are tight.

A small amount of typewriter oil should be placed on Escapement Wheel Bearing Screw 2-40189 before mounting Escapement Wheel to bracket.

Hold Escapement Wheel 2-42755 on to the Escapement Rocker Bracket 4-11630 by Escapement Wheel Bearing Screw 2-40189, and hold its position by Washer 2-40958 and Nut 2-40411. Escapement Wheel must be free to turn on screw but have no noticeable end play. Wheel should also run true.

Replace the Loose Dog Silencer Stop Screw 2-40081, making sure that it is thru slot of Loose Dog Silencer 2-42623 and not run in far enough to bind rear side of Escapement Wheel 2-42755. This clearance can be seen by turning the Escapement Wheel until hole is in line with the front end of Loose Dog Silencer Stop Screw 2-40081.

The Escapement Loose Dog Carrying Arm Screw 2-40008 should be adjusted for minimum amount of play. Test the Loose Dog 2-42624 for moving freely in the Loose Dog Guide 2-42630, both up and down and to the right or left, check the Escapement Loose Dog Spring 4-10161 for tension.

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Replace the Escapement Rocker 4-11626 on the Escapement Rocker Bracket 4-11630 and insert Pivot Screw 2-40164, remove all end play but have Escapement Rocker free between its pivot points and in a 6 o'clock position. Insert the Escapement Rocker Spring 2-40300.

To test raise the Type Bar "H" and see that the escapement takes place as face of type touches ribbon. This being correct we will raise by hand type bars #1 and #42, to see that the escapement takes place as face of type touches ribbon. If all three type bars escape at the ribbon the Universal Bar is correctly adjusted.

Adjust Type Bar Universal Bar 4-14701 as follows: Remove Carriage Return Tape 4-13034 from Carriage Return Spring Drum 4-13059. Disconnect Carriage Spring Drum and fasten to Carriage Tape Screw 2-40119. Disconnect Carriage Return Release Cam Link 4-13083 from Carriage Return Release Bell Crank 4-13025. Disconnect Carriage Return Escapement Loose Dog Cam Link 4-13083 from Carriage Return Escapement Loose Dog Cam 4-13036. Remove Margin Release Line Lock Link 4-12695 and Margin Release Lever 4-13842 by taking off three keepers. Unhook Bell Ringer Spring, 2-42936.

**CAUTION:** Make a mark (pencil mark will do) on the typewriter frame at the bottom of the front carriage rail on each side. The purpose of this mark is to facilitate the re-locating of carriage to its proper location which is determined by cylinder and anvil position.

Move carriage to the right, take out screw 4-12974 holding the Adjusting Eccentric 4-12963 and Carriage Rail to the left side of the Typewriter Frame also, remove Carriage Rail Guide Screw 4-12973. Move carriage to the left and repeat this operation on the right side of carriage rail. Lift the Carriage Complete as a unit from the machine.

Remove Frame Back 4-10650 as follows: Disconnect six (6) Pull Wires, **CAUTION:** DO NOT TURN PULL WIRES OTHERWISE THEY WILL HAVE TO BE ADJUSTED LATER, Tabulator 4-13120, Tabulator Set Key 4-11789, Tabulator Clear Key 4-11743, Back Space 4-12719, Space Bar 4-13120 and Line Lock 4-13861. Remove Carriage Release Bell Crank 4-13025. Disconnect Bell Crank 4-13025 from Carriage Return Clutch Toggle 4-13071. Disconnect two (2) Line Lock Pull Wires. Remove four (4) Mounting Screws 2-48092 from Frame Back 4-10650 and remove from machine.

Remove Ribbon Actuator Arm Bracket Support 4-11358 as follows: Disconnect Ribbon Control Lever Link 4-11392 from Ribbon Control Shaft Arm 2-42342, Disconnect Ribbon Carrier Push Link 4-11367 from Ribbon Lift Bell Crank Bracket 4-11373. Remove four (4) Mounting Screws 2-40111 and remove Ribbon Actuator Arm Bracket Support 4-11358. **CAUTION:** DO NOT DAMAGE RIBBON CARRIER.

**Example #1:** We will assume that the escapement on the "H" type bar is correct but on the #1 type bar the escapement takes place 1/8" before it touches the ribbon. It will be necessary in this case to loosen the Adjusting Plate Screw 2-40133 and locate the Left Adjusting Plate 2-43945.
to the rear slightly; this will make the escapement on the #1 type bar closer
to the ribbon. After locating the Left Adjusting Plate, always check the
#42 type bar.

When moving the Left Adjusting Plate to the rear, the escapement on the #42
type bar will occur a little sooner than it did before, likewise, if the Left
Adjusting Plate had been moved forward to make the escapement on the #1 type
bar escape earlier, it would have caused the escapement on the #42 type bar
to escape later. Adjusting Plates 2-43945 are provided at both ends of the
Type Bar Universal Bar Oscillator Bracket 2-43944 and if the escapement on
the #42 type bar is not taking place at the ribbon after locating the Left
Adjusting Plate we will follow the same procedure in locating the Right Ad-
justing Plate 2-43945.

Example #2: We will assume that the escapement on type bars #1 and #42 are
escaping at the ribbon and that the center type bar "H" is escaping too late.
This condition can be corrected by slightly loosening the two (2) Type Bar
Universal Bar Oscillator Bracket Screws 2-40128 and moving downward slightly
the Type Bar Universal Bar Oscillator Bracket.

The holes in the Type Bar Universal Bar Oscillator Bracket 2-43944 are overs-
sized for their Bracket Mounting Screws 2-40128, which makes it possible to
locate this bracket either up or down. Moving the bracket down will cause
the escapement on the center type bars to occur sooner and at the same time,
the escapement on the end type bars #1 and #42 will take place later, there-
fore a very slight movement of the Oscillator Bracket 2-43944 is necessary.
If the escapement on the center type bar was taking place before the end
type bars, it would have been necessary to move the Type Bar Universal Bar Os-
cillator Bracket up instead of down.

The Type Bar Universal Bar will have to be checked for proper adjustment. It
is well to hold the type bar "H" against the anvil on the segment and while
holding it in this position make a mark on the Type Bar Universal Bar Guide
Stud and then hold Type Bars #1 and #42 against the anvil to see that they
throw the guide stud the same distance, which can be determined by referring
to the mark on the guide stud. As stated before, the Type Bar Universal Bar
would have to be checked for proper adjustment after assembling machine.

Inasmuch as the Type Bar Segment can be removed and washed without disturbing
the Universal Bar it should seldom need adjusting.

Replace Ribbon Actuator Arm Bracket Support 4-11358 with four (4) Mounting
Screws 2-40111. (Make sure Ribbon Carrier is correctly positioned). Connect
Ribbon Carrier Push Link 4-11367 to Ribbon Lift Bell Crank Bracket 4-11373.
Connect Ribbon Control Lever Link 4-11392 to Ribbon Control Shaft Arm 2-42342.
(Refer to Ribbon Cover adjustments for adjustment of Ribbon Control Shaft Arm
2-42342).

Replace Frame Back 4-10650 as follows: Mount Frame Back 4-10650 with four
(4) Mounting Screws 2-4e092. Connect six (6) Pull Wires. Tabulator 4-11073,
Tabulator Set Key 4-11704, Tabulator Clear Key 4-11743, Backspace 4-12657,
Space Bar 4-13120, and Line Lock 4-13861.

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ESCAPEMENT AND UNIVERSAL BAR (CONT'D)

Attach the carriage with carriage rails to the machine, set the carriage rails to the pencil mark previously made and put in the two Carriage Rear Guide Screws 4-12973, holding Carriage Rails to the typewriter frame. Drop the Carriage Rail Eccentrics 4-12963 in their slots of carriage rails, turn these eccentrics until the screw hole in frame lines up with the hole in the eccentric and put Screws 4-12974 in these eccentrics to hold them in place.

The correct location of the carriage can be determined as follows: In making this test have four sheets of paper in the carriage when equipped with a rubber anvil and two sheets of paper in the carriage when equipped with a steel anvil; hold type bar to cylinder by hand and be sure to hold type bar below anvil position, placing strip of paper between the type bar and anvil and note the pressure of type bar holding strip of paper. Release the type bar and place strip of paper between the ribbon and carriage, then hold type bar firmly and note the amount of bite or hold that the face of type has at this point. There should be an equal bite or hold at both the cylinder and anvil positions. If there is bite at the cylinder and none at the anvil, it indicates that the carriage is too far forward. Loosen the Carriage Rear Guide Screws 4-12973 and also the Carriage Rail Eccentric Screws 4-12974 and adjust the Eccentrics 4-12963 until the carriage does have cylinder and anvil position as described. Adjust both sides of the carriage to the front or rear simultaneously, keeping the carriage rails parallel with the type bar segment.

CAUTION: If the machine is to do neat work it is imperative that the cylinder and anvil position is adjusted correctly. If the carriage is located too far to the rear, it will result in light print work and poor carbon copies. If the carriage is too far to the front the result will be blurred print work.

Replace Carriage Return Release Bell Crank 4-13025. Replace Margin Release Line Lock Link 4-13882 and Carriage Return Release Bell Crank 4-13025. Connect Carriage Return Escapement Loose Dog Cam Link 4-13083 to Escapement Loose Dog Cam 4-13036. Connect Carriage Release Cam Link 4-13083 to Carriage Return Release Bell Crank 4-13025. Connect Line Lock Pull Wires. Connect Carriage Spring Drum Tape to Carriage. Turn Carriage Return Spring Drum 4-13059 all the way to left and hook Carriage Return Tape 4-13034 to hook on Carriage Return Spring Drum 4-13059. (Refer to Carriage Return Adjustments for Carriage Return), hook Bellringer Tension Spring 2-42936.

ESCAPEMENT SETTING ON ELITE MACHINES

On Pica Escapement Wheels there are 15 teeth in the escapement wheel and 15 teeth in the escapement pinion. Elite have 18 teeth on Escapement Wheel and 18 teeth on the Pinion.

Letter Spacing Racks must conform with Pica and Elite Pinions. For further information regarding adjusting scales, Margin Stop Rack and Tabulator Rack, etc., refer to Margin Release Line Lock and Bell adjustments.
PARTS LIST FOR ESCAPEMENT AND UNIVERSAL BAR (ELECTRI-CONOMY)
ALL (2-) PARTS WILL BE LISTED IN REGULAR K.M.C. PARTS CATALOG

2-42755 Escapement Wheel with Pinion (10 Space)
2-42763 Escapement Wheel with Pinion (12 Space)
4-10161 Escapement Loose Dog Spring
4-11619 Escapement Rocker Bracket Complete (10 Space)
4-11620 Escapement Rocker Bracket Complete (12 Space)
4-11626 Escapement Rocker Complete
4-11630 Escapement Rocker Bracket
4-12956 Feed Rack (Pica) 13 inch
4-12980 Feed Rack (Elite) 13 inch
4-14701 Type Bar Universal Bar
IMPRESSION CONTROL
TYPE ACTION AND MANIFOLD DIAL
FEB 1951
IMPRESSION CONTROL DIAL

When Key Lever is depressed, Stud "A" contacts the upper front end of Type Bar Trip Bell Crank 4-10012 which in turn pushes upward on latch "B" releasing the Nylon Cam on the Power Arm 4-10021. Through this same action, Toggle "C" breaks and permits the Power Arm to drop .010 allowing the Power Arm Nylon Cam to engage the Power Roll 4-10504. As the Power Roll revolves, it turns the Nylon Cam which drives the rear end of the Power Arm upward. The roll at rear end of Power Arm which rests under the Type Bar Bell Crank drives the Type Bar Bell Crank toward the front of the machine. The Type Bar and Bell Cranks are connected with links in the same manner as on the manual machines.

As Key Lever is depressed the Type Bar Trip Bell Crank moves in front of the lip on Type Bar Power Trip Arm after Nylon Cam is released and Power Arm moves upward, and even though the operator holds the key in the depressed position a repeat operation cannot occur until the Key Lever is allowed to restore to normal position, after which the Type Bar Trip Bell Crank latches under the Type Bar Power Trip Arm "Lip" as shown on sketch.

The impression for manifolding, cutting stencils, etc., is controlled by the Impression Control Dial located in the center of the machine just above the keyboard. This dial is marked for convenience of the operator in setting the machine to obtain the impression desired. The Impression Control Dial does not increase the speed of the Power Roll but merely raises or lowers the fulcrum point of the Type Bar Power Arm which in turn causes the type bar to be driven closer to the platen for heavier impression or vice versa. It will be noted that the dial when operated does not affect the back space, space bar, shift keys, tab key or carriage return key as the fulcrum point for these power arms are located in a fixed position, therefore the dial affects only the alphabet and numeral key impressions.

In order to regulate individual impression an eccentric nut has been provided on each Power Arm. To increase impression turn eccentric nut toward the rear of machine. This will allow roll at rear of Power Arm to move closer to Type Bar Bell Crank and provide a greater throw. Turn eccentric nut toward front of machine to decrease individual impression. The Eccentric Nut Lock Screw must be loosened before and tightened after making this adjustment. Also, all moving parts must be free and correct cylinder and anvil position established.

A Power Arm Comb 4-10200 is provided to assure alignment of Power Arms in relation to Type Bar Bell Cranks. This comb must be set low enough to allow Power Arms to drop their full distance. The mounting holes of the comb are slotted for this purpose.

REMOVE POWER ARM

Assuming that right and left side panels and also front and rear panels have been removed from the machine, remove Impression Dial Complete by removing two (2) Screws 4-10054 from Impression Control Dial Support Bracket 4-10029.
REMOVE POWER ARM (CONT'D)

Refer to "Ribbon Cover" Sketch and remove Ribbon Reverse Detent Support Bar 4-11070 as follows: Remove three (3) Cotter Pins 4-11745 from Margin Release Key Lever 4-13800, Tabulator Set Key Lever 4-11751 and Tabulator Clear Key Lever 4-11750. Disconnect Ribbon Control Lever Link 4-11392 from Ribbon Control Lever Bracket 4-11385. Remove two (2) Screws - Right 2-40172 and Left 2-40184 from ends of Ribbon Reverse Detent Support Bar 4-11070 and lift Ribbon Reverse Detent Support Bar 4-11070 out of machine from right side. (On 44 Key Machines do not lose Spacer 2-48808 at left end of Shaft).

Refer to "Ribbon Drive" sketch and remove Ribbon Drive Shaft 4-11223 as follows: Remove two (2) Screws 4-11084 from right and left Ribbon Spool Shaft Brackets 4-11081 and remove brackets 4-11081 complete with Ribbon Spools. Loosen Screw 4-11088 in the hub of Ribbon Drive Ratchet 4-11222. Move Ribbon Drive Shaft 4-11223 to right out of Left Side Frame 4-10681. There is a large hole just to rear of Ribbon Drive Shaft in Left Side Frame. Remove Ribbon Drive Shaft 4-11223 through this hole. It is not necessary to remove Ribbon Drive Gears and cams from Ribbon Drive Shaft.

Remove the two (2) Power Arm Fulcrum Pins 4-10189 (Right) and 4-10188 (Left) from Left Power Arm Fulcrum Bracket 4-10185 and Right Power Arm Fulcrum Bracket 4-10184. Hold down on Power Arm Fulcrum Bracket Center 4-10187 and insert follow-up wire 4-10183 pushing Fulcrum Wire 4-10183 toward right until Power Arm 4-10145 to be removed is reached. Unhook lower end of Type Bar Power Arm Spring 4-10068. Pull the machine Fulcrum Wire 4-10183 slightly to right to release Type Bar Power Arm 4-10145 from Power Arm Fulcrum Bracket Center 4-10187. Gently push to rear and pull up Type Bar Power Arm 4-10145 from back of Type Bar Bell Crank 4-10070 and remove from machine.

REPLACE POWER ARM 4-10145

Insert Type Bar Power Arm 4-10145 in machine with roll at rear positioned under Type Bar Bell Crank 4-10070. Make sure Toggle "C" straddles Power Trip Stop Wire 4-10182. Replace Power Arm Fulcrum Wire 4-10183. This Power Arm Fulcrum Wire is the same length as Power Arm Fulcrum Bracket Center 4-10187. Replace Power Arm Fulcrum Pin Right 4-10188 through Carriage Return Power Arm 4-12682, Tabulator Power Arm 4-12521 and Space Key Power Arm 4-12521. Replace Power Arm Fulcrum Pin Left 4-10189 through Shift Power Arm 4-12682 and Back Space Power Arm 4-12682.

Replace Ribbon Drive Shaft 4-11223 complete with parts.

Replace Ribbon Reverse Detent Support Bar 4-11070 complete with parts.

Replace Impression Dial with two (2) Mounting Screws 4-10054. Have Impression Thrust Screw 4-10218 attached to Impression Control Thrust Plate 4-10217. Adjust Impression Control Thrust Plate Screw 4-10218, so that when Impression Control Dial is set at "H" or high, there will be at least .020 further downward movement to Power Fulcrum Bracket Center 4-10187. Make sure Impression Control Dial 4-10215 will move from low to high.

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ADJUSTING POWER ARM NYLON CAM WITH RELATION TO POWER ROLL

CAUTION: The proper clearance between the Power Arm Nylon Cam and the Power Roll is very essential to the smooth action of the machine. This clearance is gauged at the factory with intricate fixtures and the adjustments relating to this clearance should not be attempted except in an extreme emergency.

Adjust Type Bar Power Arms 4-10145 to have .010 to .015 clearance between Nylon Cams on Type Bar Power Arms 4-10145 and Power Roll 4-10504 as follows:

Loosen Power Arm Fulcrum Bracket Pivot Screw Right 4-10035 and Screw 4-10197 in Power Arm Fulcrum Bracket Center Adjusting Eccentric Right 4-10120.
Loosen Power Arm Fulcrum Bracket Center Pivot Screw Left 4-10035 and Screw 4-10197 in Power Arm Fulcrum Bracket Adjusting Eccentric 4-10120 left (not shown).
Adjust both Eccentrics for .010 to .015 clearance between Nylon Cams on Type Bar Power Arms 4-10145 and Power Roll 4-10504.

Assuming Impression Control Dial has been set as previously instructed, it should be understood that as the dial moves from low to high the front ends of the Power Arms are lowered, or vice versa. It can be seen from the sketch that this movement of the Power Arm would naturally raise or lower the lip on Latch "B" of the Power Arm. This also changes the distance between lip on Latch "B" and the step on Power Trip Bell Crank. This means that as the Key Lever is depressed Latch "B" will release Nylon Cam on Power Arm earlier when dial is set at H or high than when it is set at L or low. This in turn will effect how much travel the Key Lever will have after the Power Arm releases before it limits on the Down Stop. It can be seen, therefore that if the Up Stop is set too low there is a possible chance of the Power Arm Trip Bell Crank failing to latch under lip on Latch "B" of Power Arm. Therefore, whenever necessary to change the position of the Up Stop or the Down Stop it will be necessary to check the Key Lever operation for releasing the Power Arms when the dial is set at L or low as well as H or high.

POWER ARMS

Power Arms are gauged by the factory and grouped. Within a group (42 or 44) of power arms there is not more than .005 variation in height of nylon eccentrics.

There will be five different groups of power arms and the Impression Control Thrust Plate will be marked to indicate what group of power arms each individual machine has.

The standard clearance on all machines between the nylon cam and power roll 4-10504 is .010 to .015, and is set at factory with an indicator gauge by adjusting eccentrics 4-10120 in brackets 4-10149 and 4-10139.

This means that each service man must carry in his tool kit one of each (5) differently gauged power arms which will also be marked same as marking on the Impression Control Dial Thrust Plate 4-10217, in order that; if replacement is necessary a Power Arm is used in the same group that machine was originally equipped with at factory.
Group #1 Power Arms will have nylon eccentric cams at their lowest position while Group #2 will be .005 to .010 higher. Group #3 will be .005 to .010 higher than Group #2, etc., through Group #5 which is the highest group.

On old machines before Power Arms were grouped it would be necessary to put in a Power Arm that is marked in order to determine which direction to go to obtain proper .010 clearance between nylon cam and power roll.

Group #4 Power Arms will as a rule work in old machines, these should also stop underscore from repeating continually, even after Key Lever is allowed to restore. Grouping of power arms was started at first of the year.

**IMPRESSION CONTROL DIAL PARTS**

4-10029 Impression Control Support Bracket
4-10040 Impression Control Dial Retaining Ring
4-10041 Impression Control Dial Spring Washer
4-10043 Impression Control Thrust Nut
4-10215 Impression Control Dial
4-10217 Impression Control Thrust Plate
4-10218 Impression Control Thrust Screw
4-10219 Impression Control Dial Bushing
2-40186 Impression Control Thrust Plate Mounting Screw
2-40425 Impression Control Thrust Plate Screw Nut
2-48069 Impression Control Thrust Plate Screw
2-48092 Impression Control Dial Mounting Screw

**POWER ARM PARTS (TYPE ACTION)**

4-10003 Power Trip Bell Crank Fulcrum
4-10012 Type Bar Power Trip Bell Crank
4-10035 Power Arm Fulcrum Bracket Center Arm Pivot Screw
4-10039 Power Arm Fulcrum Bracket Center Adjusting Arm (Left)
4-10045 Key Lever Fulcrum Wire
4-10054 Key Lever Comb Mounting Screw
4-10059 Key Lever Assembled
4-10068 Type Bar Power Arm Spring
4-10069 Type Bar Power Arm Trip Spring
4-10070-4-10111 Type Bar Bell Cranks
4-10113 Power Arm Fulcrum Bracket Center Arm (Left)
4-10114 Power Arm Fulcrum Bracket Center Arm (Right)
4-10120 Power Arm Fulcrum Bracket Center Arm Eccentric
4-10121 Power Arm Fulcrum Bracket Center Arm Spacer
4-10122 Power Arm Fulcrum Bracket End Dowel Pin
4-10124 Power Arm Fulcrum Bracket End Mounting Screw
4-10133 Key Lever Bracket Support Arm
4-10145 Type Bar Power Arm
4-10147 Type Bar Power Trip Support Bar
4-10149 Power Arm Fulcrum Bracket Center Adjusting Arm (Right)
4-10152 Power Trip Stop Wire End
POWER ARM PARTS (TYPE ACTION) (CONT'D)

4-10152 Power Trip Stop Wire End
4-10183 Power Arm Fulcrum Wire
4-10184 Power Arm Fulcrum Bracket End (Right)
4-10185 Power Arm Fulcrum Bracket End (Left)
4-10187 Power Arm Fulcrum Bracket Center
4-10188 Power Arm Fulcrum Pin (Left)
4-10189 Power Arm Fulcrum Pin (Right)
4-10197 Power Arm Fulcrum Bracket Center Arm Adjusting Eccentric Screw
4-10201 Type Bar Bell Crank Bracket
4-10504 Power Roll
4-10680 Side Frame (Right)
4-10681 Side Frame (Left)
4-10954 Type Bar Segment
4-11081 Ribbon Spool Shaft Bracket
4-11603 Escapement Operating Bail
4-11606 Escapement Rocker Bracket Assembled
4-14029 Power Arm Fulcrum Bracket Center Arm Screw
2-40368 Type Bar Trip Bell Crank Spring
2-40024 Power Trip Bell Crank Fulcrum Screw
2-40092 Key Lever Spring Anchor Screw
2-41432 Type Bar Bell Crank Link Center
2-48068 Key Lever Downstop Screw

REPEAT UNDERSCORE OR #39 KEY PARTS

4-10177 Repeat Underscore Bell Crank (3220 Keyboard)
4-10233 Repeat Underscore Power Arm
4-10229 Repeat Underscore Bell Crank (373 or 2135 Keyboard)
4-13160 Repeat Underscore Power Arm Trip Bell Crank
The Line Lock Bail 4-13878 is operated by the Switch Key Lever 4-14005, by Right Margin Stop and while carriage is returning.

When the Switch Key Lever is in the up position ("OFF"), the right front line Lock Bell Crank 4-13885 (mounted on the left side of the Power Trip Bell Crank Fulcrum Shaft) which is connected to the Switch Key Lever by the Switch Line Lock Link 4-14036, contacts the stud on the Line Lock Bail 4-13878, and positions the Line Lock Bail beneath the Key Lever Line Lock Pawls which are mounted on all Key Levers. This action causes the entire keyboard to remain locked until the Switch Key Lever is turned to "ON" position.

When the Margin Stop Release Lever 4-13842 is operated by the Right Margin Stop, the Key Levers are locked by means of the Margin Release Line Lock Link 4-13882, (which is mounted on Margin Stop Release Lever), the Line Lock Link Pull Wire, 4-12695, Line Lock Bell Crank Rear, 4-13862, continuing to Line Lock Bell Crank Front 4-13885 by means of Line Lock Pull Wire 4-13861. The front Line Lock Bell Crank engages the stud on the Line Lock Bail and operates the Bail to lock the keyboard ONLY. (The Shift, Backspace, Space, Tabulator and Carriage Return Keys are not locked through this action due to the fact that the Line Lock Pawls are located farther to the rear on these key levers than on the alphabet and numeral key levers). The Backspace and Carriage Return Keys must be free to operate when the Type Bar Key Levers are locked at the right margin.

When the Carriage Return Key is struck, and the Clutch is engaged the entire Keyboard remains locked while the Carriage is returning to the left margin. The Carriage Return Release Bell Crank 4-13025 actuates Margin Release Line Lock Link 4-13882 by means of its pull wire 4-12695, (right front view). Pull Wire 4-12695, (left front view) connecting the Margin Release Line Lock Link to the Line Lock Bell Crank rear operates the Line Lock Bail as described in the previous paragraph but is adjusted to operate the Line Lock Bail its full distance in order to lock the Shift, Backspace, Space Bar, and Carriage Return Key Levers in addition to the Keyboard. This prevents a jam occurring in the machine if one of the above mentioned keys are accidentally struck while the carriage is returning.

ADJUSTMENTS

Position Line Lock Bar Stop 4-13874 which is mounted on the Left Line Lock Bail Pivot Screw to limit the Line Lock Bail far enough to the front to allow the Key Lever Line Lock Pawls to clear the Line Lock Bail when Key Levers are depressed.

Adjust eccentric 4-13860 located at the top of Switch Line Lock Link 4-14036 to operate Line Lock Bail its full distance in order to lock ALL Key Levers when the switch is in "OFF" position.

Adjust the Pull Wire 4-12695 (Left Front View) connecting the Margin Release Line Lock Link 4-13882, and Line Lock Bell Crank Rear 4-13862 to lock the Type Bar Key Levers (ONLY) after the Right Margin Stop has engaged the Margin Stop Release Lever.

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ADJUSTMENTS (CONT'D)

After the above adjustment has been made adjust the Pull Wire 4-12695 (Right Front View) which connects the Carriage Return Release Bell Crank 4-13025 and the Margin Release Line Lock Link 4-13882 to lock ALL Key Levers except tabulator when the Carriage Return Clutch has been engaged.

Assuming that the Letter Spacing Rack 4-12956 (13") has been adjusted for proper depth of mesh with Escapement Wheel Pinion and that the Escapement Rocker has been set for 6 o'clock position, (Refer to Escapement Adjustments), set Margin Stop Rack 4-13940 (Pica) so that Margin Stop Left 4-13814 will just touch Margin Stop Release Lever 4-13842 with Carriage at rest at left margin. Be sure Left Margin Stop Latch will set in teeth of Margin Stop Rack 4-13940 easily when Margin Stop is moved to Margin Stop Release Lever. (Refer to Carriage Return adjustments 1 through 8). Adjust by Margin Stop Rack Eccentric 2-47880. Make sure Margin Stop Bracket Screws 2-48072 are tight after making adjustment. Adjust Margin Release Pull Wire 4-11789 so that Margin Release Lever 4-13842 will clear Margin Stops when Margin Release Key 4-13926 is depressed. Test with Left and Right Margin Stops.

Adjust Eccentric 4-11767 on Tabulator Blade Latch Restoring Lever 4-11765 to restore Tabulator Mechanism to normal if operator should tabulate into right margin stop. Otherwise it would be impossible to Back Space from right margin. If Margin Release Key is used and operator tabulates to end of writing line, small plate behind right margin stop bracket 4-13826 releases Tabulator Mechanism.

Move Left Margin Stop to right, depress Margin Release Key and return carriage until "0" (Zero) on front carriage scale lines up with pointer on Type Guide. At this point, the Carriage Return Clutch Toggle Release Slide 4-13040 will be in normal position. Adjust Carriage Return End Stop Nut 4-13105 until it clears end of slide only .005. Hold this nut in adjustment by its Lock Nut 2-40409.

BELL RINGER 2-43714

Set the Bell Ringer as follows: See that the Bell Ringer Spring 2-42936 has sufficient tension to operate the Bell Ringer Hammer 2-43722. Also, see that the Bell Ringer is free and that the Hammer is formed to align properly with Bell. It may be found necessary at times to remove the Bell Ringer Arm 2-43717 and bend the extension that is operated by the Right Margin Stop upward so as to obtain a greater throw for the Bell Hammer if louder Bell is desired. After the Bell Ringer has been correctly adjusted, test to see that the Bell rings clearly.

MARGIN RELEASE LINE LOCK AND BELL PARTS

4-10054 Margin Stop Rack Mounting Screw (Hex Head)
4-10161 Key Lever Line Lock Pawl Spring
4-11765 Tabulator Blade Latch Restoring Lever, Assem.
4-11767 Tabulator Blade Latch Restoring Lever Eccentric
4-11769 Tabulator Blade Latch Restoring Lever Eccentric Stud Washer
4-11789 Margin Release Key Lever Pull Wire

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MARGIN RELEASE LINE LOCK AND BELL PARTS (CONT'D)

4-12677 Escapement Support and Back Space Pawl Buffer Screw
4-12695 Line Lock Pull Wire (Left or Right)
4-12803 Switch Bell Crank Screw
4-13025 Carriage Return Release Bell Crank
4-13040 Carriage Return Clutch Toggle Release Slide Bracket Complete
4-13071 Carriage Return Clutch Toggle Assem.
4-13105 Carriage Return End Stop Nut Long
4-13131 Carriage Return Release Bell Crank Pivot Screw
4-13164 Carriage Return Clutch Toggle Bearing Bracket, Left
4-13182 Carriage Return Buffer Toggle Spring
4-13652 Paper Table Support (Right)
4-13660 Paper Table Detent Spring Bracket
4-13661 Paper Table Detent Spring
4-13800 Margin Release Key Lever
4-13801 Margin Release Key Cap O.S. Grey
4-13802 Margin Stop Rack Mounting Screw (Round Head)
4-13803 Margin Release Actuating Bell Crank
4-13804 Margin Release Bell Crank Limit Stud
4-13805 Margin Release Bell Crank Stud
4-13806 Margin Release Bell Crank Arm Stop Screw
4-13807 Margin Release Bell Crank Spring
4-13809 Margin Stop Rack Spacer
4-13814 Margin Stop Left
4-13817 Margin Stop Right Pica
4-13818 Margin Stop Right Elite
4-13819 Margin Stop Release Lever Arm Assem.
4-13824 Margin Release Key Lever Arm
4-13826 Margin Stop Rack Bracket Right
4-13829 Line Lock Bail Pivot Screw Left
4-13842 Margin Stop Release Lever
4-13853 Margin Stop Bracket, Left
4-13858 Bell Ringer Pivot Screw
4-13860 Line Lock Switch Link Pivot Eccentric
4-13861 Line Lock Pull Wire Assem.
4-13862 Line Lock Bell Crank Rear
4-13866 Margin Stop Release Lever Spring
4-13874 Line Lock Bail Stop
4-13876 Line Lock Bail
4-13882 Margin Release Line Lock Link
4-13883 Line Lock Bar Stop Spacer
4-13884 Line Lock Bail Spring
4-13885 Line Lock Bell Crank Assem.
4-13886 Line Lock Bail Pivot Screw Right
4-13926 Margin Release Key Cap (Green)
4-13940 Margin Stop Rack (Pica)
4-13944 Margin Stop Rack "B" Carriage (12 Space)
4-14005 Switch Key Lever
4-14006 Switch Key Cap O.S. (Gray)
4-14014 Switch Bell Crank
4-14027 Switch Detent Spacer

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MARGIN RELEASE, LINE LOCK AND BELL PARTS (CONT'D)

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
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<tbody>
<tr>
<td>4-14036</td>
<td>Switch Line Lock Link</td>
</tr>
<tr>
<td>4-14037</td>
<td>Switch Detent Screw</td>
</tr>
<tr>
<td>4-19169</td>
<td>Switch Detent</td>
</tr>
<tr>
<td>4-19199</td>
<td>Switch Key Cap (Green)</td>
</tr>
<tr>
<td>2-40409</td>
<td>Carriage Return Stop Nut Lock Nut</td>
</tr>
<tr>
<td>2-42936</td>
<td>Bell Ringer Spring</td>
</tr>
<tr>
<td>2-43704</td>
<td>Bell</td>
</tr>
<tr>
<td>2-43717</td>
<td>Bell Ringer Arm</td>
</tr>
<tr>
<td>2-43722</td>
<td>Bell Ringer Hammer</td>
</tr>
<tr>
<td>2-47861</td>
<td>Margin Stop Release Bell Crank</td>
</tr>
<tr>
<td>2-47880</td>
<td>Margin Stop Rack Eccentric</td>
</tr>
<tr>
<td>2-48057</td>
<td>Margin Stop Release Lever Screw</td>
</tr>
<tr>
<td>2-48062</td>
<td>Margin Stop Rack Eccentric Screw</td>
</tr>
<tr>
<td>2-48065</td>
<td>Bell Ringer Screw</td>
</tr>
<tr>
<td>2-48072</td>
<td>Margin Stop Bracket Screw</td>
</tr>
<tr>
<td>2-48809</td>
<td>Margin Stop Release Bell Crank Spacer</td>
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<tr>
<td>M-54129</td>
<td>Bell Ringer Arm Spacer</td>
</tr>
<tr>
<td>MD-18233</td>
<td>Switch Line Lock Link Stud Clip</td>
</tr>
</tbody>
</table>

NOTE: Parts not listed are the same as on the manual machines.
FOR MOTOR SPECIFICATIONS SEE DATA SHEET IN WRITE-UP.
MECHANICAL INSTRUCTIONS FOR REMINGTON ELECTRI-CONOMY TYPEWRITER

POWER DRIVE UNIT

Power is supplied to the Remington Electri-Conomy Typewriter by a single phase 1/30 H.P. Motor, which will be furnished as follows:

<table>
<thead>
<tr>
<th>Manufacturer</th>
<th>Voltage</th>
<th>Type</th>
<th>Frequency</th>
<th>R.P.M.</th>
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<tbody>
<tr>
<td>General Electric</td>
<td>115 Volts</td>
<td>AC</td>
<td>60 Cycle</td>
<td>1725 R.P.M.</td>
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<tr>
<td>General Electric</td>
<td>115 Volts</td>
<td>AC</td>
<td>25 Cycle</td>
<td>1425 R.P.M.</td>
</tr>
<tr>
<td>General Electric</td>
<td>115 Volts</td>
<td>DC</td>
<td></td>
<td>1725 R.P.M.</td>
</tr>
</tbody>
</table>

1725 RPM Motors use Pulley 4-10511 with Motor Belt 4-10522.
1425 RPM Motors use Pulley 4-10536, used with Intermediate Pulley, LARGE, 4-10538. Same Belt is used.

For Motors with speed other than above, sales orders must specify Voltage and/or cycles and the proper pulley and belt will be furnished.

The Motor is mounted in rubber to eliminate vibration being transmitted to machine. A 2 Amp. Bus Time Lag Fuse 4-10445 is used.

When Switch Key Cap 4-19199 is depressed and the Switch Bell Crank 4-14014 operates arm on Motor Switch 4-14018, the circuit is closed and the motor is supplied with current.

The speed of the Power Roll 4-10504 is 400 R.P.M. plus or minus 10% due to motor variation or current fluctuation. The top of Power Roll turns toward the front of the machine and is driven by "V" belt from motor to Intermediate Pulleys, continuing by "V" belt direct to Power Roll Shaft Pulley as shown in sketch.

Motor Bearings should be lubricated each time an inspection is made without fail. This can be done by simply tilting the rear of machine. Oil receptacles are easily accessible. The factory recommends SAE 20 Oil for motor.

The Intermediate Pulley Bearings 4-10524 are packed with Keystone Grease that should last until machine requires a shop cleaning or overhauling. Porous Bronze Bearings are used for the Power Roll Shaft and because of their porosity will retain oil for an indefinite period. These bearings may be oiled when required.

A Power Roll Pulley Belt Idler 4-10535, which is under spring tension is mounted on the right side frame as shown in sketch.

The cover of the Power Roll is made of "Hycar". This cover has a very high resistance to abrasion and retains resilience for a long period of time. It is also resistant to oils and grease and should not swell. The cover is vulcanized to roll core.

The Power Roll 4-10504 is held to Power Roll Shaft 4-10528 by two Set Screws at left end of Power Roll. Set Screw 4-10505 is cup shaped and should always be seated against flat on Power Roll Shaft 4-10528. Set Screw 4-10545 which is flat on the end should always be seated against the round portion of the shaft.

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To remove the Motor Bracket and Motor Complete from the machine, take out four Bracket Mounting Screws 4-14029 along with the rubber washers and grommets. Tilt the Bracket downward on the left side and disengage the Motor Pulley Belt from its Pulley. When replacing this unit, Switch Bell Crank 4-14014 must be positioned in back of Motor Switch Operating Lever as shown in sketch. The holes in the Motor Bracket are enlarged to permit locating motor to front or rear to remove slack from "V" belt if necessary.

CAUTION: CHECK MOTOR SPECIFICATIONS TO AGREE WITH LINE VOLTAGE BEFORE STARTING MOTOR.

POWER DRIVE UNIT PARTS

2-40167 Conductor Cord Strain Relief or Tie Down Screw
2-40213 Power Belt Pulley Idler Mounting Screw
2-40411 Motor Mounting Bracket Strap Screw Nut
2-48062 Fuse Block Mounting Screw
4-10504 Power Roll Complete
4-10505 Power Roll Set Screw (Cup Shaped)
4-10506 Power Roll Gear or Clutch Shaft Gear Set Screw
4-10509 Motor Pulley Set Screw
4-10510 Power Roll Pulley Washer
4-10511 Motor Pulley
4-10512 Intermediate Pulley Shaft
4-10513 Power Roll Pulley Key
4-10514 Power Roll Pulley
4-10516 Intermediate Pulley Large
4-10517 Intermediate Pulley Small
4-10519 Power Roll Pulley Belt Idler Shaft Mounting Plate Assembled
4-10521 Power Roll Pulley Belt
4-10522 Motor Pulley Belt
4-10524 Intermediate Pulley Bearing
4-10525 Intermediate Pulley Small Lock Nut
4-10526 Intermediate Pulley Bearing Retainer
4-10528 Power Roll Shaft
4-10529 Power Roll Gear
4-10531 Power Roll Pulley Belt Idler Shaft Mounting Plate Upper Screw
4-10532 Power Roll Pulley Belt Idler Shaft Mounting Plate Lower Screw
4-10533 Power Roll Pulley Belt Idler Spring
4-10535 Power Roll Pulley Belt Idler
4-10536 Motor Pulley for 1425 R.P.M. Motor
4-10542 Motor Pulley for 1200 R.P.M. Motor
4-10545 Power Roll Set Screw (Flat End)
4-10681 Side Frame Left
4-13149 Clutch Shaft
4-13178 Clutch Shaft Gear
4-14007 Switch Mounting Screw
4-14014 Switch Bell Crank Assembled
4-14016 Motor Switch Insulator
4-14018 Switch
POWER DRIVE UNIT PARTS (CONT'D)

4-14019 Conductor Cord Strain Relief
4-14020 Conductor Cord Tie Down
4-14023 Conductor Cord Assembled
4-14025 Fuse Block
4-14029 Motor Mounting Bracket Screw
4-14030 Motor Mounting Bracket Screw Grommet
4-14031 Motor Mounting Bracket Screw Washer
4-14045 Bus Time Lag Fuse
4-14048 Conductor Cord Assem. D.C. Motors
4-19119 Conductor Cord Assem. (Spec. with Ground Wire)
4-19139 Motor 1425 R.P.M. 50/60 Cycle Motor
4-19141 Switch Bell Crank Assem. 50/60 Cycle Motor
4-19152 Motor Mounting Strap Assem. 50/60 Cycle Motor
4-19172 Motor Mounting Bracket Strap Assem. B-C-D Carriages
4-19173 Motor Mounting Bracket Strap Screw
4-19185 Motor Mounting Bracket Screw
4-19186 Switch Bell Crank Assem. (Spec. Equipment) (10 Key Tab.)
4-19208 Starting Relay
M-61844 Intermediate Pulley Bearing Space Washer
M-71915 Intermediate Pulley Spacer

WIRING DIAGRAM

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Printed February, 1951
RIBBON COVER MECHANISM

In describing the movement of this Mechanism, we will assume that all parts are free and the adjustments are correct. The Ribbon Universal Bar 4-11182 is supported by the Ribbon Universal Bar Shaft 4-11052 which is pivoted on two (2) Screws 2-48041 Left and 2-40060 Right, and rests on the rear extension of Type Bar Bell Cranks 4-10070 to 4-10111. When Key Lever is depressed, Type Bar Trip Bell Crank 4-10012 releases Type Bar Power Arm 4-10145. As Type Bar Power Arm is raised by Nylon Cam contacting Power Roll 4-10504, Type Bar Bell Crank moves forward and lower rear extension "A" lifts up Ribbon Universal Bar 4-11182. The arm on Ribbon Universal Bar is connected to Ribbon Lift Bell Crank Assembly 4-11373 which causes Ribbon Lift Push Link 4-11367 to raise. (The Stud at the top of Ribbon Lift Push Link 4-11367 fits into slot of Ribbon Actuator Arm which is part of Ribbon Carrier Complete 4-11357 and causes Ribbon Carrier to raise when Ribbon Cover Control Lever Knob 4-11399 is set at right for black or upper half of ribbon). Ribbon Control Lever Knob 4-11399 has four positions when set at right side upper half or black portion of ribbon will be used. At this position, Stud "B" in Ribbon Lift Push Link is all the way forward in slot "G" of Ribbon Actuator Arm. Second position from right side is stencil, Stud "B" is then located as shown in illustration. Third position from right side, stud is in center of actuator slot and prints in center of ribbon. When Ribbon Control Lever is set at extreme left position, the stud is located at rear of slot "C" and type will print on the lower or red part of ribbon. Ribbon Universal Bar Return Spring 4-11068 restores parts to normal and is also responsible for driving and reversing of ribbon. For best results, have Impression Control Dial set at M or Medium while adjusting Ribbon Cover.

ADJUSTMENTS

We will assume that the machine has been adjusted for "on feet" and motion, and that the machine is equipped with 1/2" black and red ribbon. (Machines with larger type may be equipped with 9/16" ribbon carrier). The black or upper half of the ribbon is adjusted for cover first.

Check the Ribbon Universal Bar Shaft 4-11052 for end play between pivot screws 2-40060 and 2-48041. Excess play should be removed by loosening the Ribbon Universal Bar Pivot Screw Nuts 2-40407 and adjusting the Pivot Screws. Tighten Nuts 2-40407 when adjustment is completed.

It is important that all play be removed and that the Ribbon Universal Bar is perfectly free. Excess end play in the Ribbon Universal Bar will result in the Ribbon not throwing the same distance at all times.

See that the Ribbon Universal Bar 4-11182 is level. This can be tested by lifting up on Type Bars Z, N and L - all three Type Bars to travel same distance before Ribbon starts to move. Position Ribbon Universal Bar Bracket 4-11181 on right side to level - not shown in sketch.

With Ribbon Control Lever set at "S" (Stencil Position), loosen two (2) Screws 2-40240 in Ribbon Control Shaft Arm 2-42342. Move Ribbon Control Shaft Lever 4-11361 to locate Stud "B" at top of Ribbon Lift Push Link in line with...
ADJUSTMENTS (CONT'D)

vertical slot of Ribbon Actuator Arm and as near center as possible.
Tighten (2) Screws 2-40240. Test by lifting up on Type Bars and Ribbon Carrier 4-11357 should not move upward. Adjust Ribbon Carrier 4-11357 for height. Loosen two (2) Screws 2-40004 in Ribbon Lift Bell Crank Bracket 4-11373. Move Ribbon Lift Bell Crank Bracket up or down to have top of ribbon clear bottom of underscore (_) by 1/32". Tighten two (2) Screws 2-40004.

Adjust ribbon for height by having Ribbon Indicator set for Black (B) position. Type "alphabet" (both upper and lower case) and impression should be in center of black portion of ribbon. Loosen Ribbon Lift Bell Crank Adjusting Screw 4-11374 by Lock Nut 2-40408. Move to rear to cause Ribbon to move higher or vice versa. Ribbon Lift Bell Crank Limit Stop "D" should just clear Ribbon Lift Bell Crank "X" when Type Bar is held to cylinder by hand. A black Limit Screw 2-40230 is mounted on Ribbon Carrier Support 4-11358. The bottom of Screw 2-40230 should just clear the top of Ribbon Lift Push Link 4-11367 when type bar is held to cylinder by hand. Limit Screw 2-40230 is adjusted to prevent over-throwing of ribbon when set in black position only.

Move Ribbon Control Lever to red position. The Ribbon Actuator Arm Up Stop 2-46602 should just clear Ribbon Actuator Arm when Type Bar is held to cylinder by hand. Move Actuator Arm Up Stop forward or backward for this condition.

RIBBON COVER PARTS

2-40004 Ribbon Lift Crank Bracket Mounting Screw
2-40065 Ribbon Carrier Bracket or Ribbon Actuator Upstop Mounting Screw
2-40092 Ribbon Control Lever Bracket Mounting Screw
2-40111 Ribbon Carrier Assembly Support Mounting Screw
2-40060 Ribbon Universal Bar Pivot Screw Right
2-40172 Ribbon Reverse Detent Support Bar Mounting Screw Right
2-40184 Ribbon Reverse Detent Support Bar Mounting Screw Left
2-40230 Black Upstop Screw
2-40240 Ribbon Control Shaft Arm Set Screw
2-40368 Type Bar Power Trip Bell Crank Spring
2-40407 Ribbon Universal Bar Pivot Screw Nut
2-40408 Ribbon Lift Bellcrank Adjusting Screw Nut
2-40409 Black Upstop Screw Lock Nut
2-40862 Ribbon Lift Bell Crank Adjusting Screw Washer
2-41411 Type Bar Segement Ball Race Block Assem.
2-42342 Ribbon Control Shaft Arm
2-46602 Ribbon Actuator Arm Upstop
2-48041 Ribbon Universal Bar Pivot Screw Left
2-48073 Ribbon Universal Bar Return Spring Mounting Screw
4-10012 Type Bar Power Trip Bell Crank
4-10025 Molded Key Cap (Small Size) Grey
4-10068 Type Power Arm Spring
4-10069 Type Bar Power Trip Spring
4-10070 Type Bar Bell Crank
### RIBBON COVER PARTS (CONT'D)

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
</tr>
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<tbody>
<tr>
<td>4-10145</td>
<td>Type Bar Power Arm</td>
</tr>
<tr>
<td>4-10183</td>
<td>Power Arm Fulcrum Wire</td>
</tr>
<tr>
<td>4-10187</td>
<td>Power Arm Fulcrum Bracket Center</td>
</tr>
<tr>
<td>4-10200</td>
<td>Type Bar Power Retaining Comb</td>
</tr>
<tr>
<td>4-10205</td>
<td>Type Bar Bell Crank Fulcrum Bracket</td>
</tr>
<tr>
<td>4-10206</td>
<td>Molded Key Cap (Small Size) Green</td>
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<tr>
<td>4-10504</td>
<td>Power Roll</td>
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<td>4-10651</td>
<td>Side Plate Support Bracket</td>
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<td>4-10680</td>
<td>Side Frame Right Assem.</td>
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<td>4-10950</td>
<td>Type Bar Segment Ball Rack Block Pull Screw Long</td>
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<tr>
<td>4-10951</td>
<td>Type Bar Segment Ball Rack Block Pull Screw Short</td>
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<tr>
<td>4-10952</td>
<td>Type Bar Segment Ball Race Block End Adjusting Screw Long</td>
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<tr>
<td>4-10953</td>
<td>Type Bar Segment Ball Race Block End Adjusting Screw Short</td>
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<tr>
<td>4-11052</td>
<td>Ribbon Universal Bar Shaft</td>
</tr>
<tr>
<td>4-11068</td>
<td>Ribbon Universal Bar Return Spring</td>
</tr>
<tr>
<td>4-11070</td>
<td>Ribbon Reverse Detent Support Bar</td>
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<tr>
<td>4-11081</td>
<td>Ribbon Spool Shaft Bracket</td>
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<td>4-11084</td>
<td>Ribbon Spool Shaft Bracket Screw</td>
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<td>4-11182</td>
<td>Ribbon Universal Bar</td>
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<tr>
<td>4-11357</td>
<td>Ribbon Carrier Complete</td>
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<td>4-11358</td>
<td>Ribbon Carrier Assembly Support</td>
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<tr>
<td>4-11361</td>
<td>Ribbon Control Shaft Lever Assembly</td>
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<td>4-11367</td>
<td>Ribbon Lift Push Link Assembly</td>
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<tr>
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<td>Ribbon Lift Bell Crank Bracket Assembly</td>
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<td>Ribbon Lift Bell Crank Adjusting Screw</td>
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<td>4-11392</td>
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<td>4-11393</td>
<td>Ribbon Control Lever Knob, Gray</td>
</tr>
<tr>
<td>4-11399</td>
<td>Ribbon Control Lever Knob, Green</td>
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</table>
RIBBON DRIVE MECHANISM

The drawings covering this mechanism show in detail the assembly of the parts which govern the Ribbon Drive and Reverse. The movement of the parts originate at the Type Bar Bell Crank 4-10070 to 4-10111 which contacts Ribbon Universal Bar 4-11182 and lift Ribbon Universal Bar 4-11182 up, which turns Ribbon Universal Bar Shaft 4-11052. Ribbon Feed Pawl Arm Actuator 4-11067 operates Ribbon Feed Pawl Arm Complete 4-11184 which pivots on Left Side Frame 4-10681 and drives Ribbon Drive Ratchet 4-11222.

The Ribbon Retaining Pawl 4-11061 prevents the Ribbon Drive Ratchet from turning backward.

On the Ribbon Drive Shaft 4-11223 are mounted the Ribbon Reverse Cam Left 2-46536 and the Ribbon Reverse Cam Right 2-46536. The reverse cam left is set between the Ribbon Drive Ratchet 4-11222 and Ribbon Driving Gear Left 2-46537. The Ribbon Reverse Detent Plate Assembled 4-11077 controls the Right and Left positions of the Ribbon Drive Shaft 4-11223. When the Ribbon Driving Gear 2-46537 left is in mesh with Left Ribbon Spool Shaft Pinion 2-42310, the ribbon will wind on to the left spool until the right spool is empty. At this point, the Ribbon Reverse Tripping Lever 2-46521 raises and allows the Right Ribbon Reverse Plunger to drop and engage the Ribbon Reverse Cam Right 2-46536 which causes the Ribbon Drive Shaft 4-11223 to be shifted to the right which reverses the travel of the ribbon on to the right or empty spool.

DISASSEMBLE OF RIBBON DRIVE

Remove ribbon from machine.

Remove Right and Left Ribbon Spools Complete by four (4) Ribbon Spool Shaft Bracket Mounting Screws 4-11084 located at outside of side frames Right 4-10680 and Left 4-10681. Remove Ribbon Reverse Detent Plate Assembled 4-11077 by two (2) Mounting Screws 2-40092. Remove Ribbon Control Lever Bracket Assembled 4-11385 by two (2) Mounting Screws 2-40092 - (See Ribbon Cover Sketch). Disconnect Ribbon Control Lever Link 4-11392.

Remove Ribbon Drive Shaft 4-11223 as follows: Loosen Screw 4-11088 in hub of Ribbon Drive Ratchet 4-11222. Push shaft to right far enough to clear Ribbon Drive Ratchet 4-11222 and remove Ratchet. The Ribbon Drive Shaft assembled can be removed thru the opening in left side frame 4-10681. Remove Screw 2-40214 in Left Ribbon Reverse Cam 2-46536. Loosen Screw 2-40110 in Left Ribbon Driving Gear 2-46537. Loosen Screw 2-40110 in Ribbon Reverse Detent Collar 4-11078. Loosen Screw 2-40110 in Right Ribbon Driving Gear 2-46537. Remove Screw 2-40214 in Right Ribbon Reverse Cam 2-46536. Remove parts from Ribbon Drive Shaft.

ASSEMBLING RIBBON DRIVE

Replace Ribbon Drive Shaft 4-11223 as follows: Replace Ribbon Reverse Cam Left 2-46536 with point toward center of machine.
ASSEMBLING RIBBON DRIVE (CONT'D)

Replace Left Ribbon Drive Gear 2-46537 with teeth toward Left Side Frame 4-10681. Replace Ribbon Reverse Detent Collar 4-11078 with slot toward Left Side Frame 4-10681. Replace Right Ribbon Drive Gear 2-46537 with teeth toward Right Side Frame 4-10680. Replace Right Ribbon Reverse Cam 2-46536 with point toward Left Side Frame 4-10681, and mounted in reverse of the left cam. Feed shaft through Right Side Frame 4-10680, far enough to allow replacement of Ribbon Drive Ratchet 4-11222 with hub to left. Feed shaft thru the Ribbon Drive Ratchet and Left Side Frame. Tighten Set Screw in Ribbon Drive Ratchet 4-11222 on flat surface of shaft, and with the Ratchet located to the right and underneath Ribbon Retaining and Feed pawls. This is a temporary setting. Replace Ribbon Spool Shafts Complete Right and Left by four (4) Ribbon Spool Shaft Bracket Mounting Screws 4-11084. Replace Ribbon Reverse Detent Plate 4-11077 with two (2) Mounting Screws. Make sure stud on Ribbon Control Lever is in slot of Ribbon Reverse Collar 4-11078, and does not bottom.

Tighten Screw 4-11088 in hub of Ribbon Drive Ratchet 4-11222 on flat surface of Ribbon Drive Shaft 4-11223.

ADJUSTMENTS

We will assume for explanation that the assembly of the ribbon mechanism has been made according to sketch but not adjusted.

It is first necessary to adjust the up and down play and the tension of the Ribbon Spool Shafts Right 2-46612 and Left 2-46613. There is one shaft tension Spring 2-40369 on each shaft. Loosen the Set Screws 2-40110 in both Ribbon Spool Shaft Tension Spring Collars 2-40861, also loosen Set Screws 2-40110 in both Right and Left Ribbon Spool Shaft Pinions 2-42310. Place .008 thickness gauge between top of Ribbon Spool Shaft Space Collar 4-11080 and bottom of Ribbon Spool Shaft Bracket 4-11081. Hold down on top of Ribbon Spool Shaft Right 2-46612 and at the same time, hold upward on the Ribbon Spool Shaft Pinion 2-42310 and tighten its Set Screw 2-40110. Remove .008 thickness gauge and check Right Ribbon Spool Shaft 2-46612 for .008 vertical play and also free to spin. Repeat this operation and adjust Left Ribbon Spool Shaft 2-46613.

Ribbon Spool Shafts Right and Left are not interchangeable. When Ribbon Reverse Trip Lever is facing you and narrow slot for ribbon is on left side, it is the Right Ribbon Spool Shaft 2-46612, if the narrow slot for ribbon is on the right side of Ribbon Reverse Trip Lever, it is the Left Ribbon Spool Shaft 2-46613.

The tension of the Ribbon Spool Shaft Right 2-46612 and Left 2-46613 should be just enough to support the weight of a full spool of ribbon and ribbon winding disc 3-1102 without any drop or sag in shafts. This is adjusted by the Ribbon Spool Shaft Tension Spring Collars 2-40861 which when positioned on the shaft will compress or release the tension of the Ribbon Spool Shaft Spring 2-40369. After adjustments are made, tighten Set Screws 2-40110 in Collars 2-40861 and see that the Ribbon Reverse plunger Right and Left, and their Tripping Levers are free in their movement.
ADJUSTMENTS (CONT'D)

Check Screws 2-40214 for tight in both the Right and Left Ribbon Reverse Cams 2-46536 and also make certain that the cam surface of these cams are set opposite to each other on shaft. The reason for this is in case an operator should take the ribbon completely off the machine which would permit both Ribbon Reverse Plungers to engage both cams which would lock up the Ribbon Driving Mechanism if used unless set opposite.

Next adjust the Ribbon Reverse Detent Collar 4-11078. Have stud of Ribbon Control Lever in slot of Ribbon Reverse Detent Collar 4-11078. Position Ribbon Drive Shaft 4-11233 so that Right Ribbon Spool Shaft Plunger will clear high point of Ribbon Reverse Cam by approximately .03215 with Ribbon Reverse Detent Toggle to rear of machine. Move shaft to left, and position Left Ribbon Spool Shaft Plunger to Left Ribbon Reverse Cam for the same clearance. With Ribbon Reverse Detent Toggle to Front of machine. (This clearance should be equal on both Ribbon Spool Plungers). Tighten Screw 2-40110 in Ribbon Reverse Detent Collar 4-11078. Move Ribbon Reverse Detent Knob to right and left, and note that Ribbon Drive Ratchet 4-11222 is positioned on shaft so that Ribbon Feed Pawl 4-11057 and Ribbon Retaining Pawl 4-11061 have a good hold on Ribbon Drive Ratchet.

Mesh Ribbon Driving Gear Right 2-46537 with Right Ribbon Spool Shaft Pinion 2-42310. The gears should mesh deep enough to insure positive feed and yet have slight amount of play between the pinion and drive gear at all positions around the pinion. When correct position has been determined, tighten Set Screw 2-40110 in the Right Ribbon Driving Gear 2-46537.

Move Ribbon Reverse Detent Knob 4-11399 to right and correctly mesh Left Ribbon Drive Gear 2-46537 with Ribbon Spool Shaft Pinion 2-42310 and tighten Set Screw 2-40110.

Replace Ribbon Control Lever Bracket Assembled 4-11385 with two (2) Mounting Screws 2-40092. Connect Ribbon Control Lever Link 4-11392. Refer to Ribbon Cover Sketch.

RIBBON DRIVE MECHANISM PARTS

3-1102 Ribbon Winding Disc
2-40004 Ribbon Lift Bracket Mounting Screw
2-40011 Ribbon Actuator Arm Bracket Screw
2-40092 Ribbon Reverse Detent Plate Screw
2-40110 Ribbon Spool Shaft Tension Spring Collar Set Screw
2-40060 Ribbon Universal Bar Pivot Screw (Right)
2-40214 Set Screw Ribbon Reverse Cams
2-40369 Ribbon Spool Shaft Spring
2-40407 Ribbon Universal Bar Pivot Screw Nut
2-40861 Ribbon Spool Shaft Tension Spring Collar
2-42310 Ribbon Spool Shaft Pinion
2-42338 Ribbon Case Right
2-46536 Ribbon Reverse Cam
2-46537 Ribbon Driving Gear

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RIBBON DRIVE MECHANISM PARTS (CONT'D)

2-46537  Ribbon Driving Gear
2-46612  Ribbon Spool Shaft (Right)
2-46613  Ribbon Spool Shaft (Left)
2-48041  Ribbon Universal Bar Pivot Screw (Left)
2-48073  Ribbon Universal Bar Return Spring Mounting Screw
4-10679  Ribbon Feed Pawl Spring
4-11052  Ribbon Universal Bar Shaft
4-11061  Ribbon Retaining Pawl
4-11062  Ribbon Retaining Pawl Screw Stud
4-11067  Ribbon Feed Pawl Arm Actuator
4-11068  Ribbon Universal Bar Return Spring
4-11070  Ribbon Reverse Detent Support Bar
4-11077  Ribbon Reverse Detent Plate Assembly
4-11078  Ribbon Reverse Detent Collar
4-11080  Ribbon Spool Shaft Space Collar
4-11081  Ribbon Spool Shaft Bracket
4-11084  Ribbon Spool Shaft Bracket Screw
4-11088  Ribbon Drive Ratchet Set Screw
4-11182  Ribbon Universal Bar
4-11184  Ribbon Feed Pawl Arm Complete
4-11185  Ribbon Feed Pawl Arm Pivot Screw
4-11186  Ribbon Feed Pawl Arm Spacer
4-11222  Ribbon Drive Ratchet Assembly
4-11223  Ribbon Drive Shaft
4-11393  Ribbon Control Lever Knob, Gray
4-11399  Ribbon Control Lever Knob, Green
SHIFT MECHANISM

When Shift Key Lever 4-12240 is depressed, and its stud engages the Shift Power Trip Bell Crank Assembly 4-12210, the arm of the Power Trip Bell Crank, by means of Shift Lock Bell Crank Pull Wire 4-13083 causes the rear of Shift Lock Bell Crank 4-12195 to engage the roll on Shift Lock Lever Plate 4-12193. Thru this action, Shift Lock Lever Plate 4-12193 is moved toward the rear and strikes inside stud of Shift Lock Link 4-12190. The outside stud of Shift Lock Link 4-12190 which normally rests on top of Segment Downstop 4-12196 is released, and allows the Segment Power Bell Crank 4-12189 which is operated by its Power Arm 4-12682 to shift the segment downward.

ADJUSTMENTS

It is very important when adjusting the Shift Mechanism to hold all pivot points and connecting adjustments to a minimum of end play yet still be free in their movement. Any excess play will result in poor alignment and Shift Motion.

Check the Segment Shift Rocker 4-12244 for end play between its pivot screws. Excess play to be removed by its Pivot Screws 4-12150 after loosening the Shift Rocker Pivot Screw Nut 2-40430. Tighten Nut securely after adjustment is made.

Loosen the Front Segment Shift Stop Screw Nut 2-40410, and back out on the front Segment Stop Screw 2-40019 until it does not limit the movement of the Type Bar Segment when shifting or when at rest.

We will assume that all adjustments of the Shift Mechanism are out except those mentioned above. It is important that the adjustments are made in order as listed below.

1. Loosen Segment Upstop Screw Nut 2-40411 and adjust Segment Upstop Screw 4-12246 to obtain "On Feet". Lock adjustment with Lock Nut 2-40411.

2. Adjust Eccentric "A" 4-12217 to gain Motion NnNnNnN.

3. Upper case play is held to a minimum by adjusting front Segment Stop Screw 2-40019. Make this adjustment with segment in upper case.

4. Adjust Eccentric "B" 4-12218 to govern travel of segment. Eccentric must not limit against Segment Power Bell Crank 4-12189 when the segment is in lower case position. A small amount of further movement of the segment is required when shifting to upper case (capital) letters while turning the Power Roll by hand. The momentum of the Power Roll will cause the segment to travel its full distance, and if it were adjusted to throw to its limit when manually operated, a forced condition would result when operated by power.
ADJUSTMENTS (CONT'D)

5. Hold Lower case play to a minimum by adjusting Eccentric "C" 4-12211.
This Eccentric limits the position of Segment Shift Down Stop 4-12196.
The outer stud on Shift Lock Link 4-12190 must restore freely over the
Segment Shift Down Stop. The Segment Shift Down Stop 4-12196 is held
against Eccentric "C" by a very heavy yield spring 4-12224. The tension
of the Shift Balance Springs 4-12106 have also been increased to elimi-
nate undesirable alignment resulting from segment vibration.

6. Shift Lock Plate, Right 4-12142 and Left 4-12143 are located on Right
and Left Side Frames. The holes in the plates are elongated. Shift
Lock Plates must be set evenly. Make this test by locking both Shift
Key Levers at the same time. Now release the locks by depressing the
Left Shift Key Lever. The lock on the left should release first and the
right immediately after. Make the same test by releasing the Right Key
Lever first. Tighten the Shift Lock Plate Mounting Screws 2-40004 after
adjustments have been made.

7. The Left Space Key Shaft Fulcrum Screw 4-12528 and Right 4-12507 act as
buffers for the Right and Left Shift Key Levers. Rubber tubing has been
placed on the right and left Fulcrum Screws, and the Left Screw is
adjustable for height. Further movement of the Shift Key Levers is
necessary after the Power Arm has been released.

8. It will be necessary to form the Type Bar Cushion Basket 4-11003 upward
if the front of the Type Bars collide with the Ribbon Detent Support
Bar with segment in upper case.

SHIFT MECHANISM PARTS

4-10045 Type Bar Bell Crank Fulcrum Wire
4-10068 Shift Power Arm Spring
4-10069 Shift Power Trip Spring
4-10147 Shift Power Trip Trigger Spring
4-10161 Shift Key Lever Line Lock Pawl Spring
4-10188 Power Arm Fulcrum Pin (Right)
4-10189 Power Arm Fulcrum Pin (Left)
4-10194 Key Lever Comb Assembled
4-10204 Fulcrum Bracket
4-10504 Power Roll
4-10680 Frame Right
4-10681 Frame Left
4-11084 Ribbon Spool Shaft Bracket Screw
4-12103 Shift Balancing Spring Stud
4-12106 Shift Balancing Spring
4-12140 Shift Lock Lever Screw
4-12142 Shift Lock Plate Right
4-12143 Shift Lock Plate Left
4-12150 Segment Shift Rocker Pivot Screw
4-12151 Shift Key Cap
4-12189 Shift Power Bell Crank
4-12190 Shift Lock Link Assembled
### SHIFT MECHANISM PARTS (CONT'D)

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>4-12195</td>
<td>Shift Lock Bell Crank</td>
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<td>4-12196</td>
<td>Segment Shift Down Stop</td>
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<td>4-12217</td>
<td>Shift Lock Link Eccentric</td>
</tr>
<tr>
<td>4-12218</td>
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<tr>
<td>4-12219</td>
<td>Shift Lock Link Latch</td>
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<tr>
<td>4-12224</td>
<td>Segment Shift Down Stop Spring</td>
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<td>Shift Lock Link Spring</td>
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<td>Shift Lock Link Latch Spring</td>
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<td>Segment Shift Rocker Assembled</td>
</tr>
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<td>4-12245</td>
<td>Segment Shift Upstop Bracket</td>
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<td>Shift Lock Bell Crank Pull Wire</td>
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<td>2-41598</td>
<td>Segment Shift Stop</td>
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<td>2-48068</td>
<td>Line Lock Operating Lever Adjusting Plate Screw</td>
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</tbody>
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MECHANICAL INSTRUCTIONS FOR REMINGTON ELECTRI-CONEOMY TYPEWRITER

SPACE KEY MECHANISM

Depress Space Bar 4-12251 which operates Space Key 4-12506 (at right end of Space Bar there is a slotted extension for Space Key Operating Lever 4-12529). Space Key Operating Lever Stud contacts Type Bar Power Trip Bell Crank 4-10012 and releases Space Key Power Arm 4-12521. As Power Arm moves upward Space Key Bell Crank 4-12690 pulls Space Key Pull Wire 4-13120 forward, Space Shaft Operating Lever 4-11721 pivots and arm on left end of Space Shaft operating lever contacts Trip Arm "C" on Escapement Rocker Body 4-11626 causing the Escapement to take place.

ADJUSTMENTS

Center Space Key 4-12506 by two (2) Space Key Shaft Fulcrum Screws 4-12528 (Left) and 4-12507 (Right). Be sure Space Key Operating Lever 4-12529 is free in Key Lever Comb 4-10194. The height of the Space Key is governed by the Key Lever Upstop which limits Space Key Operating Lever. (This is adjusted for all Key Levers), refer to Adjustments of Power Arm Nylon Cam Roll with relation to Power Roll, (See Index), and Space Key Upstop 2-41158. Locate Space Key Shaft Arm 4-11721 on space Key Shaft and tighten screws 2-40240. Operate Power Roll by hand with Space Key 4-12251 depressed, until Power Arm Nylon Cam Roll is at high point on Power Roll. Adjust Space Key Pull Wire 4-13120 to allow Arm on Space Key Shaft to just trip lip "C" on Escapement Rocker Bracket 4-11606 one space. If throw is too great causing Rocker Bracket to lock Escapement Mechanism lengthen Pull Wire. It may be necessary to form Pull Wire to clear Spring Stud 4-12103 on Segment for Space Key Trip when Shift Keys are depressed. Adjust Space Bar Downstops so Space Bar will have 1/16" further downward movement after Power Arm trips.

REPEAT SPACE KEY

This device is now available on special order. The demand is not general but for certain uses, it is invaluable. When machines are ordered from the factory with this feature incorporated, there is no extra charge. It will be noted that the repeat space key mechanism uses power arm 4-12538, and repeat space key power trip bell crank 4-12533. A dotted line to the rear of the line lock pawl on the repeat space key operating lever 4-12534 indicates the amount of stock which is removed from the regular single space key lever. It will be noted that when this feature is used on the machine there is a repeat space key spring 4-12535 that takes place of the downstop screw formerly used. Both downstop screws should be removed and this repeat space key spring placed on either the right or left space bar downstop extension lug depending upon which point will be more suitable for the operator. Only one of these is required per machine. The purpose of this repeat space key spring is that on an ordinary blow the space bar will not repeat but when the space bar is depressed far enough to yield the spring the repeat mechanism will function.

SPACE KEY PARTS

4-10003 Power Trip Bell Crank Fulcrum
4-10012 Type Bar Power Trip Bell Crank
4-10045 Key Lever Fulcrum Wire

Printed in U.S.A. Printed February, 1951
SPACE KEY PARTS (CONT'D)

4-10046  Space Key Bell Crank Downstop Mounting Screw
4-10068  Type Bar Power Arm Trip Spring
4-10069  Type Bar Power Trip Spring
4-10182  Power Trip Stop Wire End
4-10184  Power Arm Fulcrum Bracket End (Right)
4-10188  Power Arm Fulcrum Pin (Right)
4-10189  Power Arm Fulcrum Pin (Left)
4-10194  Key Lever Comb Complete
4-10198  Type Bar Bell Crank Spring Anchor
4-10201  Key Lever Fulcrum Bracket
4-10203  Key Lever Bracket Support Bar
4-10204  Type Bar Fulcrum Bracket
4-10504  Power Roll
4-11603  Escapement Operating Bail Complete
4-11606  Escapement Rocker Bracket
4-12251  Space Bar (Green)
4-12506  Space Key
4-12507  Space Key Shaft Fulcrum Screw (Right)
4-12508  Space Key Spring
4-12510  Space Key Spring Stud
4-12517  Space Bar (Gray)
4-12521  Space Key Power Arm
4-12527  Space Key and Tabulator Power Bell Crank Down Stop
4-12528  Space Bar Fulcrum Screw Left
4-12529  Space Key Operating Lever, Assembled
4-12590  Space Key Power Arm Bell Crank
2-40410  Connecting Link Right
2-51933  Key Lever Bracket Fulcrum Screw and Space Bar Mounting Screw

REPEAT SPACE KEY PARTS

4-12533  Repeat Space Key Power Trip Bell Crank
4-12534  Repeat Space Key Operating Lever
4-12535  Repeat Space Key Spring
4-12538  Repeat Space Key Power Arm
4-12690  Repeat Space Key Bell Crank
2-40066  Repeat Space Key Downstop Screw
2-40409  Repeat Space Key Downstop Screw Nut
TABULATOR MECHANISM

Depressing Tabulator Key Lever 4-12660 operates Power Trip Bell Crank 4-10012 and releases Tabulator Power Arm 4-12521 to contact Power Roll 4-10504. Tabulator Blade Pull Wire 4-13120 pulls extension "B" upward operating Tabulator Blade Bell Crank Actuator 4-11775 which in turn causes Tabulator Blade Bell Crank 4-11773 to pivot on Screw 4-11800. As Stud "D" on arm of Tabulator Blade 4-11796 sets in recess of Tabulator Blade Bell Crank, Tabulator Blade is raised in Tabulator Blade Combs 4-11747 (Front) and 4-11859 (Rear). When Tabulator Blade is raised to correct height it is pulled to right by Tension Spring 4-11746 into notch of the Tabulator Blade Latch (Brazed to Tabulator Blade Comb 4-11859 Rear). Tabulator Blade Latch is factory set to latch Tabulator Blade approximately .125 above Tabulator Combs and cannot be altered. As Tabulator Blade Bell Crank is raised it contacts Tabulator Blade Friction Bail 4-11744 which disengages the Escapement Loose Dog 2-42780 from the Escapement Wheel 2-42755 (Pica), allowing the carriage to tabulate to the left until the Tabulator Stop 2-48500 contacts Tabulator Blade 4-11796 which releases the Tabulator Blade and the Loose Dog is allowed to restore into the Escapement Wheel preventing the carriage from tabulating farther.

The speed of the Carriage is controlled by the Carriage Spring Drum Governor 4-12830 consisting of Governor Shoe Plate 4-12823, Drive Ball Clutch Shaft 4-12821, Governor Shoes 4-12817, and Governor Housing 4-12820. The Carriage Spring Drum Governor is operated by centrifugal force set up by speed of Carriage Spring Drum 2-42062. As carriage speed is increased on tabulation governor shoes fly outward, flat portion of shoes contacts side of housing setting up friction and slowing carriage. In normal typing, speed of carriage spring drum is slower, therefore, Governor Shaft does not revolve fast enough to make governor effective.

Adjust Tabulator Blade Pull Wire 4-13120 to operate Tabulator Blade Bell Crank Actuator Arm "F" and raise Tabulator Blade .128 to .130 above top of Tabulator Combs when the high point of Power Arm Nylon Cam is on Power Roll 4-10504, as Power Roll is rotated by hand. As Power Roll continues to revolve Tabulator Blade should drop into notch of Tabulator Blade Latch. Check Escapement Loose Dog at both positions of the Tabulator Blade to make sure Loose Dog is not limiting in Loose Dog Guide. If Loose Dog is limiting it will be necessary to form Lip "F" of Escapement Loose Dog Release upward. Check this adjustment to see that the Loose Dog Release Arm clears the Escapement Wheel Teeth when Tabulator Mechanism is restored. To lower the Loose Dog Release, adjust the Tabulator Friction Bail Downstop Screw 4-11749 upward. When the Loose Dog is driven to a limit it may cause the Loose Dog Release Arm to change form and result in uneven tabulation or prevent the Tabulator Blade from raising high enough to latch.

Adjust the Tabulator Stop Rack 2-47632 for correct height. When Tabulator Blade has been raised to its highest point .128 to .130 above combs, have 1/32" clearance between top of Blade and bottom of Tabulator Rack. (Tabulator Stops restored). Check height of rack at both ends and center, if interference occurs as blade raises it may not allow latching operation to take place and cause uneven tabulation.
MECHANICAL INSTRUCTIONS FOR REMINGTON ELECTRI-CONOMY TYPEWRITER

58  MECHANICAL INSTRUCTIONS FOR REMINGTON ELECTRI-CONOMY TYPEWRITER

TABULATOR MECHANISM (CONT'D)

Adjust the Tabulator Stop Rack for correct "drop". Tabulator Blade must enter centrally between successive set stops. Adjust for this condition through Tabulator Stop Rack Mounting Screws 2-40016 and Adjusting Screw 2-40088 in Carriage End (right). If Tabulator Blade does not enter centrally it may interfere with the latching of the blade and cause uneven tabulation. This adjustment when correct will also allow operator to tabulate into a stop, backspace one space and tabulate into the same stop again.

Adjust Tabulator Clear Key Pull Wire 4-11743 to fully reset stops into Tabulator Stop Rack 2-47632. The Front Panel 4-14261 must be assembled to machine before this adjustment is made to insure that Tabulator Clear Key will not limit before stop is fully cleared. If Tabulator Clear Key Pull Wire is adjusted too short it will cause Tabulator Stop Clear Blade 4-11857 to rest above tops of Tabulator Combs in normal position, this condition would cause interference resulting in uneven tabulation and piling of characters.

Adjust Tabulator Set Key Pull Wire 4-11789 to fully depress tabulator stops in Tabulator Stop Rack 2-47632. The Front Panel 4-14261 must be assembled to machine before this adjustment is made to insure that Tabulator Set Key Lever 4-13824 will not limit before Tabulator Stops are fully depressed. If too short Pull Wire may not allow Tabulator Set Key Blade to restore high enough above Tabulator Stop Rack to clear Tabulator Stop. Tabulator Set Key Bracket 2-45475 must be adjusted to position Tabulator Set Key centrally over Tabulator Stop through Bracket Mounting Screws 2-40159. If not correctly located Tabulator Set Key might be depressed between two stops and lock carriage or depress two stops.

The purpose of the slide and spring mounted on right front side of the Letter Spacing Rack to which the Carriage Main Spring Tape is hooked, is to take up the slack in the Carriage Main Spring Tape, in case an operator should move carriage to the left faster than the Governor would allow Main Spring to operate. Otherwise slack in the tape would permit it to become unhooked.

This Sliding Member on the Letter Spacing Rack is used on 15", 20", and 27" carriages only. The Carriage Bed Rails have to be milled out for clearance of the Carriage Main Spring Tape Bracket 4-17445 mounted on right end of Letter Spacing Rack.

Eccentric 2-40994 on Tabulator Blade Bell Crank Actuator 4-11775 should be adjusted so that there will be very little, if any, lost motion between studs "A" on Tabulator Blade Bell Crank Actuator 4-11775 and Tabulator Blade Bell Crank, when Tabulator Blade is restored. Lost motion at this point will prevent the proper adjustment of the Tabulator Blade Pull Wire as high point of Power Arm Nylon Cam may contact power roll before blade is raised above latch. Uneven tabulation can result if the blade fails to latch. If this eccentric is properly adjusted the Tabulator Blade Restoring Arm will not limit on underside of Back Frame 4-10650.

Adjusting Screws 4-17470 and Lock Nuts 2-40409 in Carriage Ends are to limit travel of Carriage Release Levers to prevent limiting of Loose Dog in Loose Dog Guide. This prevents the form of the Loose Dog Release Arm from changing the throw of Loose Dog which could result in uneven tabulation.

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MECHANICAL INSTRUCTIONS FOR REMINGTON ELECTRI-ECONOMY TYPEWRITER

TABULATOR MECHANISM (CONT'D)

Form Carriage Release Bail Roll Arm 4-11607 so that roll on Friction Bail Bracket 4-11744 does not contact Carriage Release Bail 2-45342 (13\"") when Carriage Release Levers are normal.

Adjust Tabulator Blade Restoring Screw 4-11791 to restore Tabulator Blade if Carriage Return Clutch is engaged.

TABULATOR MECHANISM PARTS LIST

- 4-10012  Type Bar Power Trip Bell Crank
- 4-10061  Tabulator Key Lever
- 4-10068  Type Bar Power Arm Spring
- 4-10147  Type Bar Power Trip Trigger Spring
- 4-10504  Power Roll
- 4-10650  Frame Back Assembly
- 4-10652  Tabulator Blade Lower Comb and Escapement Operating Bail Bracket Assembly
- 4-11607  Escapement Loose Dog Release Assembly
- 4-11609  Escapement Loose Dog Carrying Arm Spring Screw
- 4-11712  Tabulator Blade Spring
- 4-11721  Tabulator Stop Set Blade
- 4-11743  Tabulator Clear Key Pull Wire Assembly
- 4-11744  Tabulator Friction Bail Comp.
- 4-11746  Tabulator Blade Tension Spring
- 4-11747  Tabulator Blade Upper Comb, Front
- 4-11749  Tabulator Friction Bail Downstop Screw
- 4-11765  Tabulator Blade Latch Restoring Lever Assembly
- 4-11767  Tabulator Blade Latch Restoring Lever Eccentric
- 4-11773  Tabulator Blade Bell Crank
- 4-11775  Tabulator Blade Bell Crank Actuator Assembly
- 4-11789  Tabulator Set Key Pull Wire Assembly
- 4-11791  Tabulator Blade Latch Restoring Bell Crank Adjusting Screw
- 4-11795  Tabulator Blade Bell Crank Actuator Complete
- 4-11796  Tabulator Blade Bracket Assembly
- 4-11798  Tabulator Key Lever Assembled
- 4-11800  Tabulator Blade Bell Crank Pivot Screw
- 4-11857  Tabulator Stop Clear Blade Assembly
- 4-11859  Tabulator Blade Upper Comb Rear Assembly
- 4-12677  Tabulator Blade Latch Restoring Lever Screw
- 4-12694  Back Space Operating Shaft Assembled
- 4-12703  Back Space Pawl Assembly (10 Space)
- 4-12704  Back Space Pawl Assembly (12 Space)
- 4-12812  Governor Drive Shaft Spacer
- 4-12817  Governor Shoes
- 4-12820  Governor Bracket Assembly
- 4-12821  Governor Drive Shaft Assembly
- 4-12822  Governor Drum Cover Assembly
- 4-12823  Governor Shoe Plate Assembly
- 4-12824  Governor Shoe Spacer
- 4-12825  Governor Drive Shaft Spacer

Printed in U.S.A.  Printed February, 1951
# TABULATOR MECHANISM PARTS LIST (CONT'D)

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>4-12830</td>
<td>Governor Drum Assembled Complete</td>
</tr>
<tr>
<td>4-12902</td>
<td>Carriage Spring Drum Bracket</td>
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<td>Feed Rack Assembly (&quot;B&quot; Carriage 10 Space)</td>
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<td>4-12980</td>
<td>Feed Rack Assembly (&quot;B&quot; Carriage 12 Space)</td>
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<td>4-13120</td>
<td>Carriage Return Bell Crank Pull Wire Assembly</td>
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<td>Carriage Return Tape Long Assembly &quot;B&quot; Carriage</td>
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<td>Carriage Return Tape Long Assembly &quot;C&quot; Carriage</td>
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<td>Carriage Return Tape Long Assembly &quot;D&quot; Carriage</td>
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<td>Carriage Return Tape Long Assembly &quot;F&quot; Carriage</td>
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<td>Tabulator Set Key Lever</td>
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<td>Carriage Tape Roller Bracket</td>
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<td>Carriage Release Lever Adjusting Screw</td>
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<td>Governor Drum Bracket Mounting Screw</td>
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<td>Tabulator Blade Bell Crank Actuator Eccentric Screw</td>
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<td>Carriage Spring Drum Bracket Mounting Screw Lower</td>
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<td>Governor Drive Shaft Keeper</td>
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<td>Governor Shoe Pivot Stud Keeper</td>
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<td>2-40994</td>
<td>Tabulator Blade Bell Crank Actuator Eccentric Screw</td>
</tr>
<tr>
<td>2-40997</td>
<td>Tabulator Blade Latch Restoring Lever Screw Spring Spacer</td>
</tr>
<tr>
<td>2-42062</td>
<td>Carriage Spring Drum Assembly &quot;B&quot; Carriage</td>
</tr>
<tr>
<td>2-42630</td>
<td>Escapement Loose Dog Guide</td>
</tr>
</tbody>
</table>
TABULATOR BLADES 10 SPACE

FOR 12 SPACE SEE PARTS LIST

SPECIFY CHARACTER
4-11844 (10)

TAB KEY
POSITION
1  2  3  4  5  6  7  8  9  10

SPACER
2-40858 (8)
4-11842

4-12526 (2) COLLAR
4-40861 (2) SET SCREW
4-11841
4-11839

4-11837
4-11833
2-40803 (2) RETAINER
2-40852 (3)

2-40250 (2)

ELECTRI-CONOMY
10 KEY TABULATION

FEB. 1951
MECHANICAL INSTRUCTIONS FOR REMINGTON ELECTRI-CONOMY TYPEWRITER 63

TEN KEY TABULATION

Ten Key Tabulation on the Electri-conomy is manually operated. Adjustments are similar to Ten Key Tabulation on the K.M.C. As Tabulator Key 4-11403 is depressed, stud on Key Lever forces Tabulator Connecting Link 4-11820 to rear causing Tabulator Bell Crank Operating Lever Arm 4-11827 to pivot on Shaft 4-11825, lowering Tabulator Bell Crank Operating Lever which transfers an upward thrust to Tabulator Bell Cranks 4-11804 and raises Tabulator Blades 4-11845 - 4-11848. Adjust Tabulator Blade Bell Crank Operating Lever Bracket by loosening two mounting screws 4-11831 (it may be necessary to elongate holes to give enough movement for this adjustment), so Connecting Links 4-11820 will allow minimum of play between Key Levers and Tabulator Bell Crank Operating Levers 4-11827 (Right) and (Left). When Tabulator Key Levers limit against their upstop, tops of Tabulator Blades should be flush with top of Tabulator Combs 2-42481 (Front) and 2-42482 (Rear) adjusted by Tabulator Bell Crank Adjusting Screws 2-40118. This screw also controls height that Tabulator Blade raises in relation to Tabulator Stop Rack. Tabulator Key Lever should limit against Downstop 4-11837 and, at same time, move upward extension of Tabulator Connecting Link against Line Lock Bail causing it to move far enough to rear to lock entire keyboard. It will be necessary to pier upper extension and increase throw on Line Lock Bail. Check Tabulator Stop Rack for clearance of Tabulator Blade with Tabulator Stops Restored and Tabulator Blade raised. A full hold of Tabulator Stop should be made by Tabulator Blade to allow Escapement Loose Dog to restore to proper tooth of Escapement Wheel and result in even tabulation. Carriage travel is controlled on Ten Key Tabulation by Carriage Spring Drum Governor as standard on Electri-conomy.

TEN KEY TABULATOR PARTS LIST

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Quantity</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>4-10065</td>
<td>1</td>
<td>Type Bar Bell Crank Fulcrum Bracket (4-10048)</td>
</tr>
<tr>
<td>4-10066</td>
<td>1</td>
<td>Type Bar Bell Crank Spring Anchor (4-10047)</td>
</tr>
<tr>
<td>4-10537</td>
<td>1</td>
<td>Motor Pulley Belt</td>
</tr>
<tr>
<td>4-10662</td>
<td>1</td>
<td>Tabulator Blade Lower Comb and Escapement</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Operating Beil Bracket Assem. (4-10552)</td>
</tr>
<tr>
<td>4-10663</td>
<td>1</td>
<td>Side Plate Support Bracket (4-10651)</td>
</tr>
<tr>
<td>4-11403</td>
<td>10</td>
<td>Tabulator Key Cap (Green)</td>
</tr>
<tr>
<td>4-11802</td>
<td>1</td>
<td>Tabulator Blade Bell Crank Bracket</td>
</tr>
<tr>
<td>4-11803</td>
<td>1</td>
<td>Tabulator Blade Bell Crank Shaft</td>
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<tr>
<td>4-11804</td>
<td>1</td>
<td>Tabulator Bell Crank Assem. Position #1</td>
</tr>
<tr>
<td>4-11805</td>
<td>1</td>
<td>Tabulator Bell Crank Assem. Position #2</td>
</tr>
<tr>
<td>4-11806</td>
<td>1</td>
<td>Tabulator Bell Crank Assem. Position #3</td>
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<tr>
<td>4-11807</td>
<td>1</td>
<td>Tabulator Bell Crank Assem. Position #4</td>
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<tr>
<td>4-11808</td>
<td>1</td>
<td>Tabulator Bell Crank Assem. Position #5</td>
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<tr>
<td>4-11809</td>
<td>1</td>
<td>Tabulator Bell Crank Assem. Position #6</td>
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<tr>
<td>4-11810</td>
<td>1</td>
<td>Tabulator Bell Crank Assem. Position #7</td>
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<tr>
<td>4-11811</td>
<td>1</td>
<td>Tabulator Bell Crank Assem. Position #8</td>
</tr>
<tr>
<td>4-11812</td>
<td>1</td>
<td>Tabulator Bell Crank Assem. Position #9</td>
</tr>
<tr>
<td>4-11813</td>
<td>1</td>
<td>Tabulator Bell Crank Assem. Position #10</td>
</tr>
<tr>
<td>4-11814</td>
<td>1</td>
<td>Tabulator Bell Crank Spacer (Long)</td>
</tr>
<tr>
<td>4-11815</td>
<td>8</td>
<td>Tabulator Bell Crank Spacer (Short)</td>
</tr>
<tr>
<td>4-11818</td>
<td>1</td>
<td>Tabulator Bell Crank Operating Lever Spring Anchor</td>
</tr>
<tr>
<td>4-11819</td>
<td>10</td>
<td>Tabulator Bell Crank Operating Lever Spring</td>
</tr>
</tbody>
</table>

Printed in U.S.A. Printed February, 1951
### TEN-KEY TABULATOR PARTS LIST (CONT'D)

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>4-11820</td>
<td>Tabulator Connecting Link</td>
</tr>
<tr>
<td>4-11822</td>
<td>Tabulator Key Lever Assem. Position #5</td>
</tr>
<tr>
<td>4-11823</td>
<td>Tabulator Key Lever Assem. Position #6</td>
</tr>
<tr>
<td>4-11824</td>
<td>Tabulator Blade Bell Crank Operating Lever Bracket</td>
</tr>
<tr>
<td>4-11825</td>
<td>Tabulator Bell Crank Operating Lever Shaft</td>
</tr>
<tr>
<td>4-11826</td>
<td>Tabulator Bell Crank Operating Lever</td>
</tr>
<tr>
<td>4-11827</td>
<td>5 Tabulator Bell Crank Operating Lever Arm Right, Assem.</td>
</tr>
<tr>
<td>4-11828</td>
<td>5 Tabulator Bell Crank Operating Lever Arm Left, Assem.</td>
</tr>
<tr>
<td>4-11829</td>
<td>8 Tabulator Bell Crank Operating Lever Spacer, Short</td>
</tr>
<tr>
<td>4-11830</td>
<td>3 Tabulator Bell Crank Operating Lever Spacer, Long</td>
</tr>
<tr>
<td>4-11831</td>
<td>2 Tabulator Bell Crank Operating Lever Bracket Mounting Screw</td>
</tr>
<tr>
<td>4-11833</td>
<td>1 Tabulator Key Up-Stop Bar Assem.</td>
</tr>
<tr>
<td>4-11836</td>
<td>1 Tabulator Friction Ball Complete</td>
</tr>
<tr>
<td>4-11837</td>
<td>1 Tabulator Key Lever Down-Stop and Shaft Support Assem.</td>
</tr>
<tr>
<td>4-11839</td>
<td>1 Tabulator Key Lever Shaft</td>
</tr>
<tr>
<td>4-11840</td>
<td>1 Tabulator Key Lever Up-Stop Bracket, Left</td>
</tr>
<tr>
<td>4-11841</td>
<td>1 Tabulator Key Lever Up-Stop Bracket, Right</td>
</tr>
<tr>
<td>4-11842</td>
<td>1 Tabulator Key Lever Shaft Clip</td>
</tr>
<tr>
<td>4-11843</td>
<td>1 Tabulator Connecting Link Comb</td>
</tr>
<tr>
<td>4-11844</td>
<td>10 Tabulator Key Cap (Specify Character)</td>
</tr>
<tr>
<td>4-11845</td>
<td>1 Tabulator Blade Position #1, (10 Space)</td>
</tr>
<tr>
<td>4-11846</td>
<td>1 Tabulator Blade Position #2, 3, 4 and 5, (10 Space)</td>
</tr>
<tr>
<td>4-11847</td>
<td>1 Tabulator Blade Position #6, 7, 8 and 9, (10 Space)</td>
</tr>
<tr>
<td>4-11848</td>
<td>1 Tabulator Blade Position #10, (10 Space)</td>
</tr>
<tr>
<td>4-11850</td>
<td>2 Tabulator Stop Clear Blade Operating Shaft Lever Set Screw</td>
</tr>
<tr>
<td>4-12526</td>
<td>2 Space Key Lever Down-Stop</td>
</tr>
<tr>
<td>4-13164</td>
<td>1 Carriage Return Clutch Toggle Shaft Bearing Bracket, Left</td>
</tr>
<tr>
<td>4-14305</td>
<td>1 Frame Front</td>
</tr>
<tr>
<td>4-11854</td>
<td>1 Tabulator Blade Assem., Position #1 (12 Space)</td>
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<tr>
<td>4-11855</td>
<td>1 Tabulator Blade Assem., Position #2 (12 Space)</td>
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<td>4-11866</td>
<td>1 Tabulator Blade Assem., Position #3 (12 Space)</td>
</tr>
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<td>4-11867</td>
<td>1 Tabulator Blade Assem., Position #4 (12 Space)</td>
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<tr>
<td>4-11868</td>
<td>1 Tabulator Blade, Position #5 (12 Space)</td>
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<tr>
<td>4-11869</td>
<td>1 Tabulator Blade, Position #6 (12 Space)</td>
</tr>
<tr>
<td>4-11870</td>
<td>1 Tabulator Blade Assem., Position #7 (12 Space)</td>
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<td>4-11871</td>
<td>1 Tabulator Blade Assem., Position #8 (12 Space)</td>
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<td>4-11872</td>
<td>1 Tabulator Blade Assem., Position #9 (12 Space)</td>
</tr>
<tr>
<td>4-11873</td>
<td>1 Tabulator Blade Assem., Position #10 (12 Space)</td>
</tr>
<tr>
<td>4-19141</td>
<td>1 Switch Bell Crank Assem.</td>
</tr>
<tr>
<td>2-40011</td>
<td>4 Tabulator Key Up-Stop Bracket Screw</td>
</tr>
<tr>
<td>2-40110</td>
<td>2 Tabulator Key Shaft Collar Set Screw</td>
</tr>
<tr>
<td>2-40118</td>
<td>10 Tabulator Bell Crank Adjusting Screw</td>
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<tr>
<td>2-40172</td>
<td>2 Tabulator Bell Crank Operating Lever Spring Anchor Screw</td>
</tr>
<tr>
<td>2-40250</td>
<td>2 Tabulator Key Down-Stop Assembly Mounting Screw</td>
</tr>
<tr>
<td>2-40803</td>
<td>2 Tabulator Bell Crank Operating Lever Shaft</td>
</tr>
<tr>
<td>2-40803</td>
<td>2 Tabulator Key Up-Stop Bar Retainer</td>
</tr>
<tr>
<td>2-40803</td>
<td>2 Tabulator Bell Crank Shaft Retainer</td>
</tr>
<tr>
<td>2-40858</td>
<td>8 Tabulator Key Spacer</td>
</tr>
</tbody>
</table>
MECHANICAL INSTRUCTIONS FOR REMINGTON ELECTRI-CONOMY TYPEWRITER

TEN-KEY TABULATOR PARTS LIST (CONT'D)

2-40861 2 Tabulator Key Shaft Collar
2-40935 4 Motor Mounting Bracket Screw Nut Washer
2-42461 1 Tabulator Key Assem. Position #1
2-42462 1 Tabulator Key Assem. Position #2
2-42463 1 Tabulator Key Assem. Position #3
2-42464 1 Tabulator Key Assem. Position #4
2-42467 1 Tabulator Key Assem. Position #7
2-42468 1 Tabulator Key Assem. Position #8
2-42469 1 Tabulator Key Assem. Position #9
2-42470 1 Tabulator Key Assem. Position #10
2-42481 1 Tabulator Blade Upper Comb Front
2-42482 1 Tabulator Blade Upper Comb Rear
2-48052 2 Tabulator Key Lever Up-Stop Mounting Screw
2-48052 1 Tabulator Key Lever Shaft Clip Mounting Screw
2-48092 3 Frame Back Screw, Outer
2-42483 1 Tabulator Blade Upper Comb, Front
2-42484 1 Tabulator Blade Upper Comb, Rear

RIGHT HAND PALM TABULATOR PARTS

4-11882 1 Palm Tabulator Key Lever, Assem. R.H.
4-11885 1 Palm Tabulator Key Lever Spring
4-11886 1 Palm Tabulator Key Shaft (4-11839)
4-11887 1 Palm Tabulator Yoke, Assem.
2-40240 2 Palm Tabulator Key Shaft Collar Screw
2-40861 2 Palm Tabulator Key Shaft Collar

Printed in U.S.A.  Printed February, 1951
PLATEN AND LINE SPACE MECHANISM

PLATEN (GRADE NO. 2) FOR "B" CARRIAGE 2-43619

FEB. 1951
PANELS
FOR ELECTRIC TYPEWRITER
SPACE BAR CUT-OUT

CARRIAGE TO THE LEFT
STROKE COUNTER VIEWED
FROM FRONT OF MACHINE.

ELECTRI-COMONY
STROKE COUNTER

REGULAR

FEB. 1951
Stroke Counters are available for the Electri-Conomy Typewriter. An illustration of this mechanism, as well as Stroke Counter with Space Bar Cut-Out shows its location and how it is attached.

When installing Stroke Counter with Space Bar Cut-Out, the following parts must be changed: Margin Release Lever 4-13927, Tabulator Blade Latch Restoring Lever 4-11880, and Margin Release Line Lock Link 4-13928. Frame Back 4-10650 must be filed to allow clearance for Counter Space Bar Cut-Out 2-44328. Space Bar Cut-Out is used on all Electri-Conomy machines equipped with Repeat Space Key Mechanism.
ELECTRICOMY
RIGID ALIGNING SCALE
FOR FLEXOPRINT MACHINE

* USE TOP COVER 4-14318

FEB. 1951
ELECTRICONOMY RUBBER FOOT DESK FASTENERS

FEB. 1951