

PARTIAL VIEW ON ARROW A

STAKE ON ASSY

VAL LEVEL 0

ITEM	DESCRIPTION	QTY	TERMINAL	WEL	NON	NON
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15	SPLITPIN	1	40060905/50			
14	WASHER	2	36100615/50			
13	PIN STRAIGHT HEADLESS	2	36102991/50			
12	PIN	1	36100642/50			
11	NUT	1	36100270/50			
10	SPRING WASHER	1	36100277/50			
9	NUT, SPECIAL	1	40060906/50			
8	LOCKING COLLAR	1	36100643/50			
7	CLIP	1	40060904/50			
6	PIN	1	40060907/50			
5	SPRING	1	36100644/50			
4	WASHER, SPECIAL	1	36100645/50			
3	NUT, PIN	1	40060906/50			
2	CAM PLATE ASSY	1	43000009/50			
1	BRACKET ASSY	1	40060902/50			

LITELTON ENGINEERING (SCOTLAND) LTD  
 LITELTON ENGINEERING WORKS LTD  
 TEL: 01843 870000 FAX: 01843 870001  
 40060905/50  
 CAM ASSY.  
 450 00008/5002/VI 04

# FINAL ADJUSTMENT OF THE CAM ASSY.

## 1. VERTICAL ADJUSTMENT

- 1.1 ASSEMBLE THE CAMPLATE ASSY. WITH NO SHIM BENEATH THE STOP SLIDING.
- 1.2 ASSEMBLE THE CAMPLATE ASSY TO THE BRACKET.
- 1.3 ASSEMBLE THE CAM ASSY TO THE CRADLE.
- 1.4 WITH THE CAMPLATE IN THE LOWEST POSITION, (WHEN THE CRANK ROLLERS ENTER THE CAMTRACK) ADJUST THE CLEARANCE BETWEEN THE CRANK ROLLER AND THE TOP OF THE CAMTRACK SO THAT THE CLEARANCE IS 4 - 5mm. THE ROLLER SHOULD BE ALIGNED WITH THE ARROW NEXT TO THE CAMTRACK.
- 1.5 WITH THE STOP SLIDING IN THE LOCKED (SAFE) POSITION CHECK THE FREEPLAY CLEARANCE BETWEEN THE TOP OF THE ROLLER AND THE CAMTRACK. THIS FREEPLAY CLEARANCE SHOULD NOT EXCEED 5mm.

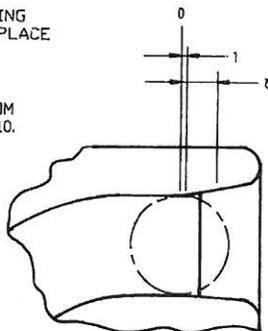
eg. IF INITIAL SETTING IS 4mm AND  
FREEPLAY CLEARANCE IS 3,5mm.  
THEN THE DIMENSION MEASURED FROM THE TOP OF THE ROLLER TO  
TOP OF THE CAMTRACK SHOULD BE 7,5mm.

IF THE INITIAL CLEARANCE IS 5mm AND  
FREEPLAY CLEARANCE IS 6mm.  
THEN THE DIMENSION MEASURED FROM THE TOP OF THE ROLLER TO THE  
TOP OF THE CAMTRACK SHOULD NOT EXCEED THE SUM OF THE TOP LIMITS,  
WHICH IN THIS CASE IS 11mm.

- 1.6 IF THE FREEPLAY CLEARANCE EXCEEDS 5mm, REMOVE THE STOP SLIDING AND PLACE SHIMS IN POSITION BENEATH THE STOP SLIDING AND REPLACE GUIDES AND SECURE AND MEASURE CLEARANCE REPEAT PROCEDURE IF NOT CORRECT.

NOTE: TO MAINTAIN A 5mm FREEPLAY CLEARANCE SUBTRACT 5mm FROM THE ORIGINAL FREEPLAY. DIVIDE THE REMAINING FIGURE BY 10. THIS IS APPROXIMATELY THE SHIM THICKNESS REQUIRED.

eg. THE INITIAL FREEPLAY MEASUREMENT IS 15mm.  
THE MAXIMUM ALLOWABLE FREEPLAY IS 5mm.  
THUS  $15 - 5 = 10$ mm  $10/10 = 1$ mm.  
THE REQUIRED SHIM THICKNESS = 1mm.  
THUS USE TWO SHIMS 0.4 & 0.6mm THICK.  
(THE 15mm FREEPLAY DOES NOT INCLUDE THE ROLLER TO TRACK CLEARANCE OF 4 TO 6mm.)



## 2. HORIZONTAL ADJUSTMENT

- 2.1 LOOSEN LOCK NUT 361/00278/50
- 2.2 CHECK THE VERTICAL CLEARANCE BETWEEN ROLLER AND TRACK. THE CLEARANCE SHOULD BE ADJUSTED IN SUCH A MANNER THAT THE ROLLER CONTACTS THE TAPER SURFACE BEFORE THE ARROW, FROM 6mm MAX. TO 1mm MIN. GREASE OR ENGINEERS BLUE ON THE TAPERED SURFACE MAY BE USED TO CHECK ROLLER / CAMPLATE CONTACT.  
  
ALTERNATIVELY, THE CEASING OF ROTATIONAL MOVEMENT OF THE ROLLER MAY BE CHECKED, TO INDICATE ROLLER / CAMPLATE CONTACT.  
  
THE COUNTER RECOIL WILL BE UNCOUPLED DURING INITIAL SETTING OF THE CAMPLATE, AS DESCRIBED ABOVE. FOR THE FINAL ACCEPTANCE, THE COUNTER WILL BE COUPLED, THE WEAPON PULLED BACK TO  $700 \pm 50$ mm, AND RELEASED. THE ROLLER CONTACT WITHIN THE TRACK, AS INDICATED BY GREASE OR ENGINEERS BLUE, WILL BE THE GAUGE FOR ACCEPTANCE. (VERTICAL & HORIZONTAL)
- 2.3 TO ADJUST, TURN THE PIN COUNTER-CLOCKWISE TO INCREASE THE GAP. ADJACENT TO THE ARROW. (LEFT HAND SIDE OF THE ROLLER AND TRACK).
- 2.4 FINAL ADJUSTMENT IS OBTAINED BY TURNING THE PIN CLOCKWISE. THE CORRECT ADJUSTMENT IS OBTAINED WHEN THE VERTICAL CLEARANCE IS ACCORDING TO 2.2 AND APPLICABLE SKETCH.

NOTE: DO NOT ATTEMPT TO DECREASE CLEARANCE BY TURNING PIN COUNTER-CLOCKWISE AS FREEPLAY BETWEEN THE LOCKING COLLAR AND BRACKET WILL CAUSE AN INCORRECT FINAL SETTING! ADJUSTMENT SHOULD ONLY BE MADE BY TURNING THE PIN CLOCKWISE.

mm: 0 50 100 150

HERDE DOKUMENT BEWAT INHOUDING MET BETREKKING MET OP DIE VERDEDIGING VAN DIE REPUBLIEK VAN SUID-AFRIKA DE BEPALINGS VAN ARTIKEL 118 VAN DIE VERDEDIGINGSWET WET NO 44, VAN 1957, SOWEL AS DIE BEPALING VAN DIE WET OP AMPTELKE GEHEIME WET NO 16 VAN 1956 IS HIEROP VAN TOEPASSING.  
THIS DOCUMENT CONTAINS INFORMATION RELATED TO THE DEFENCE OF THE REPUBLIC OF SOUTH AFRICA. THE PROVISIONS OF SECTION 118 OF THE DEFENCE ACT, ACT NO 44 OF 1957 AS WELL AS THE PROVISIONS OF THE OFFICIAL SECRETS ACT NO 16 OF 1956 ARE APPLICABLE TO THIS DOCUMENT.

GETEKEN DRAWN	A. I.	L.I.W. L.E.W.	LYTTTELTON INGENIEURSWERKE (EDMS) BPK, LYTTTELTON ENGINEERING WORKS (PTY) LTD. TEL 82029111
NAAR CHECKED	J.G.F.		
GOEDGEMERK APPROVED	92/06	PRIVATSAK / PRIVATE BAG 5 R.K. / R.O. TEK 0133	AMPY CO. REG. NO. 68/10733
HERSKOON REVISION	0	DATE	DATE
GOEDGEMERK APPROVED	96/01	IAW ECP 21725	JV CHECKED DATE
		BESONDERHEDE DETAILS	

ITEM ITEM	BESKRYWING DESCRIPTION	HOEV QTY	TEKENING NR DRAWING NO	NV. NUMMER NS. NUMBER
	MATERIAAL MATERIAL			N/A
	FINALE HITTEBEHANDELING FINAL HEAT TREATMENT			N/A
	FINALE BESKERMDE AFWERKING FINAL PROTECTIVE FINISH			N/A
	VOLGENDE SAMESTELLING NEXT ASSEMBLY	400/60100/50		
	TITEL / TITLE	CAM ASSY.		TEK. NR. / DRG. NO 450/00008/5002/VI 04
	YEL SHEET	2	VAN OF VELLE SHEETS	SKAAL SCALE N/A
	AFWERKING FINISH		VERWYDER SKEPP KANTE & BRAME REMOVE SHARP EDGES & BURRS	MAKS. MAX
				REV. 0