



Figure 1. Reel Mechanism in Rest Position

for a proper kick-off and spin. As you see in the Reel Mechanism's Trip Position (Figure 3), the Toggle Levers are in a "full up" position against the Toggle Stop Rod and the Latch Pawl has moved under the Toggle Levers to just touch the Toggle Stop Rod Locking the Toggles in an "up" position (in turn cocking back the Index Levers which release the Reels). Also notice that the Trip Operating Lever Pawl is against the Stop Bracket and ready to fire off. This is the correct Stop Bracket adjustment position.

DRIVE SHAFT ADJUSTMENT

The Trip Arm Drive Shaft Adjustment is factory set according to the dimensions shown in Figure 1. This setting gives a full stroke to the Trip Operating Lever and aligns the roller stud (actuating

Gear) with the Handle Mech. Actuating Arm. The alignment into the Handle Mech. Actuating Arm is essential so that the Handle Mechanism's full stroke actuation corresponds to the Trip Operating Levers full stroke actuation and trip-off. When installing a Reel Mech. back into the Cabinet see that the Roller Stud aligns perfectly with the Handle Mech. Actuating Arm.

START MOTION POSITION ADJUSTMENT

The Start Motion Position (Fig. 2) shows the starting movement of the Gear Assembly, Shaft Assembly and Trip Operating Lever Assembly Pawl until making contact with Trip Lever Assembly. At this point the internal mechanism's cycle begins its motion for cocking the Reels.