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1. This correction sheet supersedes EE-561 dated August, 1949, and applies to all bulletins listed above.

2. Add the information contained in paragraphs 3 and 4 below to the SELECTOR CLUTCH TORQUE requirement.

3. A more convenient method of regulating the selector clutch torque has been devised by the substitution of a 119540 keyed nut, a 122974 capstan nut, and a 122838 spacer for the 72515 nut and 72517 keyed nut on the main shaft. Where these new parts are present, the torque may be regulated by positioning the capstan nut in the proper direction with a screwdriver.

NOTE: The 122974 capstan nut is split and the open ends are offset to insure a tight fit on the 119540 keyed nut. To install the capstan nut the offset ends must be held approximately in line by using a pair of pliers or a clamp. The slotted nut can then be screwed into place. To regulate the selector torque the capstan nut may be positioned with a screwdriver. To prevent the capstan nut from being turned downward against the bearing, the 122838 spacer should be installed between the 119540 slotted nut and the bearing.

4. On units equipped with the 72515 nut and 72517 keyed nut, the selector clutch torque may be adjusted by the use of shims which may be placed between the clutch spring and the 72515 nut. The selector clutch spring must be removed from the shaft in order to apply the shims. Shims are available under the following numbers:

96763 Shim (.012" thick)
96764 Shim (.016" thick)
96765 Shim (.020" thick)

119540 NUT, KEYED

122974 NUT, CAPSTAN

122838 SPACER

* Indicates change

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