

TROUBLE SHOOTING

Machine Will Not Start Stitching

1. Check N.O. LS1 micro switch and wiring to junction box.
2. Check solenoid valve for excessive oil, foreign matter, etc.
3. Check wiring to solenoid valve.
4. Check for sticking bottom rail on trip frame.
5. Check for 110 VAC across terminals 1 and 4. This should be a momentary signal only. A constant signal will prevent stitcher from starting as this is the stop circuit.

Machine Will Not Stop Stitching

1. Check RS1 N.O. reed switch (count input).
2. Be sure counter switch is in on position.
3. Be sure counter mode switch is in count position.
4. Check for 110 VAC output between terminals 1 and 4 (stop circuit). **NOTE:** This should be a momentary signal at end of each stitch cycle.
5. Check solenoid valve and wiring.
6. Check for loose magnet disc. or missing magnet.
7. Check to see that N.O. LS1 micro switch is not stuck closed.

After Stitching, Box Does Not Eject Satisfactorily

1. Check high speed clutch adjustment.
Caution: Do not overtighten, as this will cause erratic stopping. Tighten only to the point where box ejects properly.
2. Be sure trip is not set to low, causing excessive drag between gate and box.
3. Check auxiliary brake regulator for sticking open.

Feed Rolls Stop and Fail to Eject Box After Completing the Stitching Cycle and the Stitcher Motor is Still Running

1. Check shifting linkage for missing or broken parts.
2. Check auxiliary brake regulator for sticking open.

Front End of Boxes Being Excessively Broken Down Due to Impact with Trip Gate

1. Feed rolls too tight.
2. Restrictor valve on trip is closed too far and not allowing gate to open fast enough.

Boxes Show Stitch Deformation or Tearing

1. Check mechanical timing (head drive cam with respect to crank shaft). Refer to Bostitch manual.

Placement of First Stitch Erratic

1. Restrictor valve on trip open too far.
2. Feed rolls too loose.

Boxes Come out of Machine with no Staples

1. Check head for faulty wire feed mechanism or wire may be tangled on spool.

First Two Staples Too Close Together or on Top of One Another

1. Restrictor valve on trip closed too far.
2. Faulty step-feed clutch.

Erratic Placement of Stitches

1. Feed rolls too loose.
2. Auxiliary brake not holding properly due to low air pressure, worn discs or oil on brake disc.
3. Faulty step-feed clutch.
4. Grease, wax or oil on feed rolls.
5. Box guides set too tight.

Machine Puts in Wrong Number of Staples

1. Check counter settings.
2. Check for faulty RS1 N.O. reed switch.
3. Check for loose magnet disc and adjustment of reed switch position with respect to magnet.
4. Check for faulty counter or plug in modules.

Machine Stops Consistently with Formers in Wrong Position (Down)

1. Loosen magnet disc and rotate CW or CCW until desired stopping position of head is attained. Be sure to firmly tighten disc retaining bolt.

Erratic Stopping of Machine (More Than a Total of Approx. 20 Degrees)

1. High speed clutch too tight.

2. Grease or oil on main brake lining.
3. Binding in main shifting air cylinder.
4. Loose main brake disc.

Machine Stops and Cannot be Turned Over By Hand

1. Check stitch head for wire jamming or broken parts.
2. Check to see that connecting rod is not frozen to eccentric.
3. Check for sticking auxiliary brake regulator.

Will Not Tie-Stitch

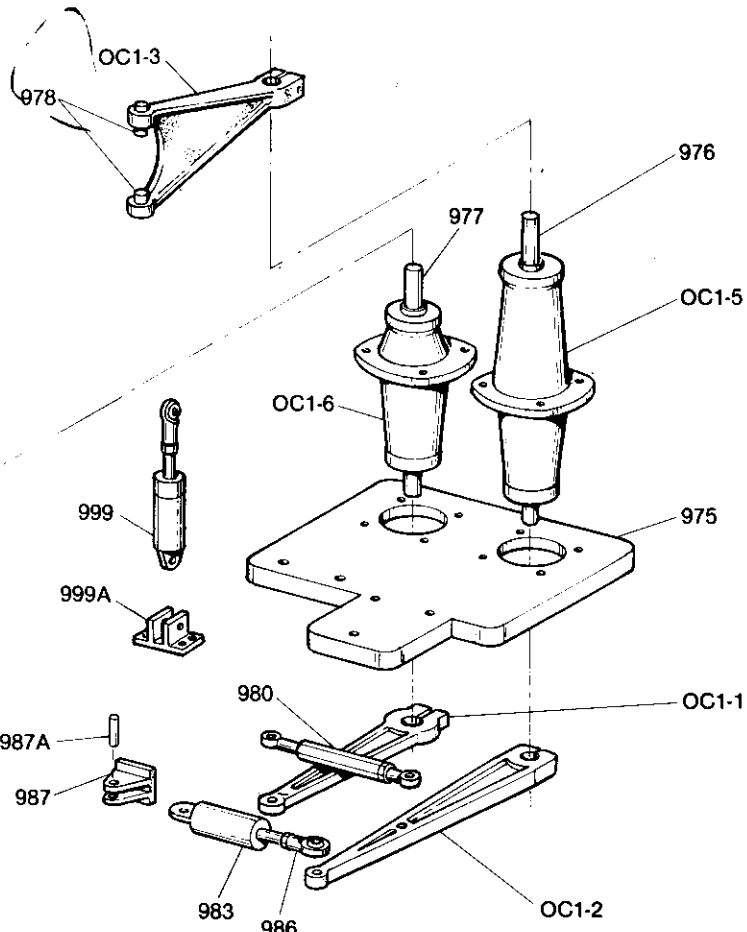
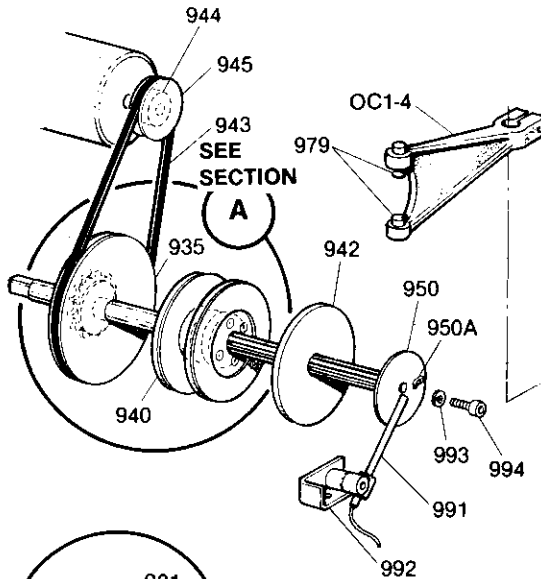
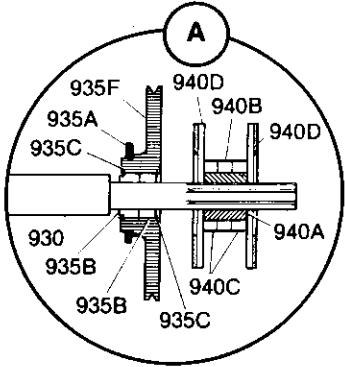
1. Re-check counter settings.
2. Mode switch is not in "tie" position. With switch in "tie" position, tie-stitch air cylinder should be retracted, if not, check the following:
 - a. Tie-stitch solenoid valve (TSC-1).
 - b. Tie-stitch air cylinder.
 - c. Pinched or broken air lines.
 - d. Check electrical circuit, including counter for loose or broken connections.
 - e. Replace plug-in module in counter.
3. If cylinder is retracted but will not tie-stitch:
 - a. Check tie-stitch bell crank mechanism for proper adjustment and broken parts.

Wrong Number of Tie Stitches

1. Recheck counter settings.
2. Check for binding of tie-stitch air cylinder.
3. See 3 (a) above.
4. See 2 (e) above.

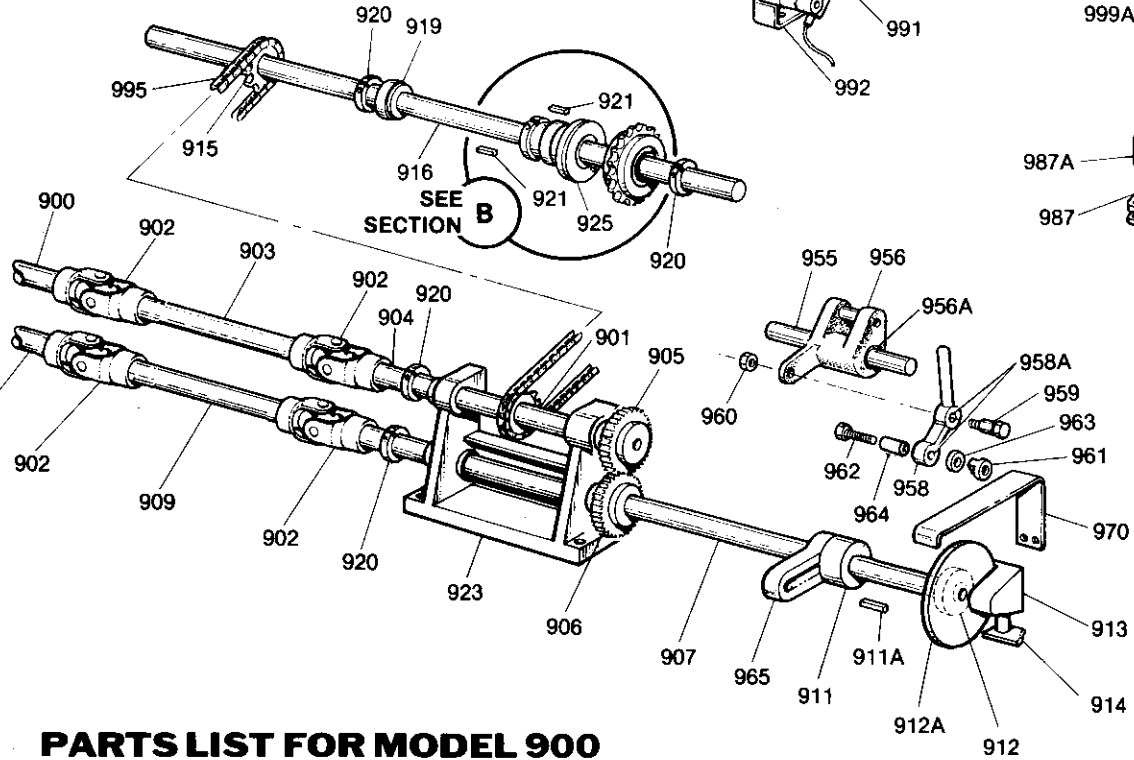
SECTION

A



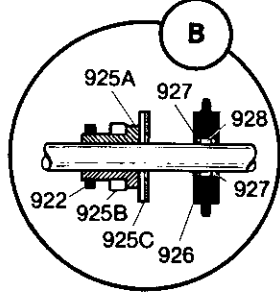
SECTION

B



SECTION

B



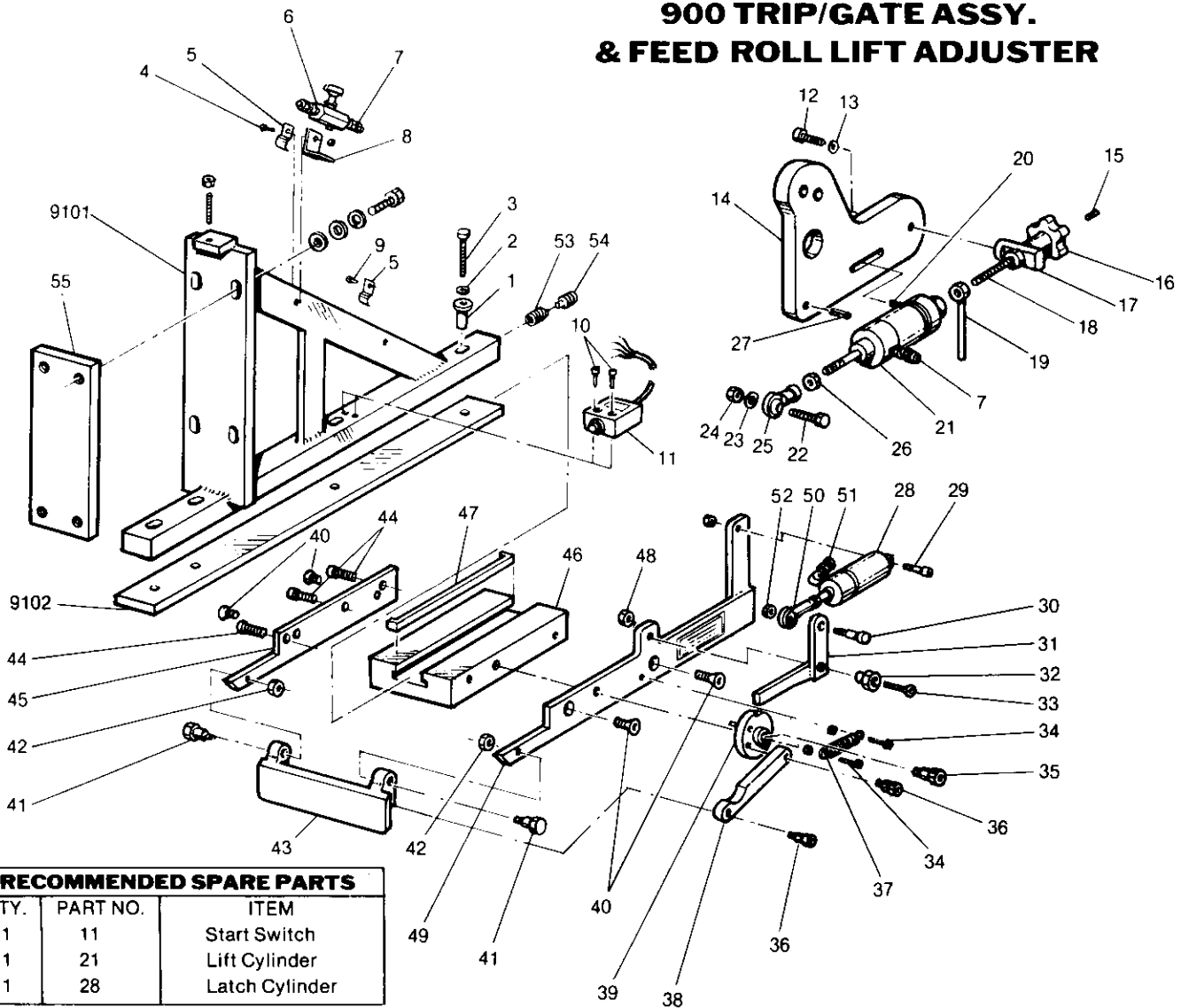
PARTS LIST FOR MODEL 900

RECOMMENDED SPARE PARTS		
QTY.	PART NO.	ITEM
1	998	Stitch Counter
1	991	Reed Switch
1	950A	Magnet
1	997	Solenoid Valve
1	983	Air Cylinder
1	911	Overrunning Clutch
1	913	Auxiliary Brake
2	940D	Clutch/Brake Disc W / Facing
1	925C	High Speed Clutch Disc W / Facing

**CRITTENDEN CONVERSION CORPORATION**

900	TOP FEED ROLL SHAFT	928	BEARING — SL-16	975	BASE PLATE
901	TOP FEED ROLL SPROCKET— 16 TOOTH	930	CRANK SHAFT	976	SHAFT
902	TOP UNIVERSAL JOINT	935A	SPROCKET	977	SHAFT
903	TOP JACK SHAFT	935B	BEARING # SL 16	978	SCREW
904	REVERSE GEAR SHAFT	935C	SNAP RING	979	SCREW
905	TOP REVERSE GEAR	935F	FLYWHEEL	980	TURNBUCKLE ASSY. COMPLETE
906	BOTTOM REVERSE GEAR	935	FLYWHEEL ASSY. COMPLETE	983	AIR CYLINDER
907	STEP FEED SHAFT	940	CLUTCH/BRAKE ASSY. COMP.	986	ROD END # FR 8
909	BOTTOM JACK SHAFT	940A	CLUTCH & BRAKE SLEEVE	987	AIR CYLINDER CLEVIS
910	BOTTOM FEED ROLL SHAFT	940B	COLLAR	987A	AIR CYLINDER CLEVIS PIN
911	OVERRUNNING CLUTCH	940C	THRUST BEARING # E25	991	REED SWITCH
911A	OVERRUNNING CLUTCH KEY	940D	CLUTCH & BRAKE DISC	992	REED SWITCH CLAMP
912	AUXILIARY BRAKE HUB	942	BRAKE PLATE	993	LOCK WASHER
912A	AUXILIARY BRAKE DISC	943	V-BELT # 3 V 450	994	SCREW
913	AUXILIARY BRAKE	944	BUSHING	995	CHAIN # 40
914	AUXILIARY BRAKE MOUNT	945	SHEAVE	996	BEARING SF-16 (NOT SHOWN)
915	SPROCKET	950	DISC	997	SOL. VALVE -B02 (NOT SHOWN)
916	HIGH SPEED SHAFT	950A	MAGNET	998	STITCH COUNTER (NOT SHOWN) (SPECIFY TYPE)
919	THRUST BEARING # E9	955	SHAFT	999	AIR CYLINDER
920	SQUEEZE-LOCK	956	BELL CRANK	999A	AIR CYLINDER CLEVIS
921	KEY	956A(2)	BELL CRANK BUSHING	OC1-1	HIGH SPEED CLUTCH ARM
922	LOCK COLLAR	958	STITCH SPACE LEVER	OC1-2	CLUTCH/BRAKE ARM
923	REVERSE GEAR CASTING	958A(2)	BUSHING	OC1-3	CLUTCH/BRAKE SHIFTING YOKE
925A	HIGH SPEED CLUTCH SLEEVE	959	SHOULDER SCREW	OC1-4	HIGH SPEED CLUTCH YOKE
925B	THRUST BEARING # E20	960	NUT	OC1-5	LARGE BEARING HOUSING CASTING
925C	HIGH SPEED CLUTCH DISC W/FACING	961	T-SLOT NUT	OC1-6	SMALL BEARING HOUSING CASTING
925	HIGH SPEED CLUTCH COMPLETE	962	SCREW		
926	HIGH SPEED SPROCKET	963	HARD WASHER		
927	SNAP RING	964	BUSHING		
		965	OVERRUNNING CLUTCH HUB CASTING		
		970	AUXILIARY BRAKE GUARD		

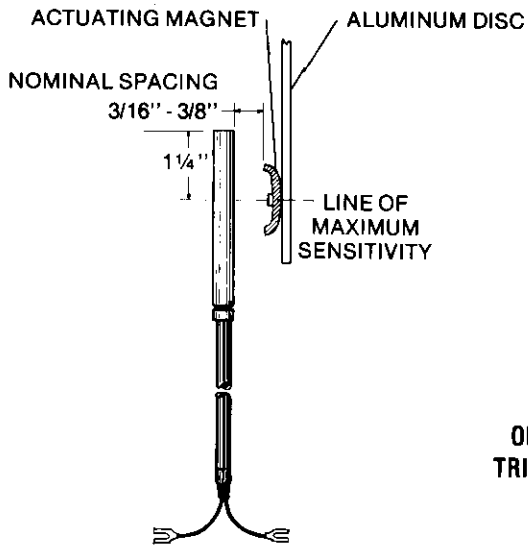
900 TRIP/GATE ASSY. & FEED ROLL LIFT ADJUSTER



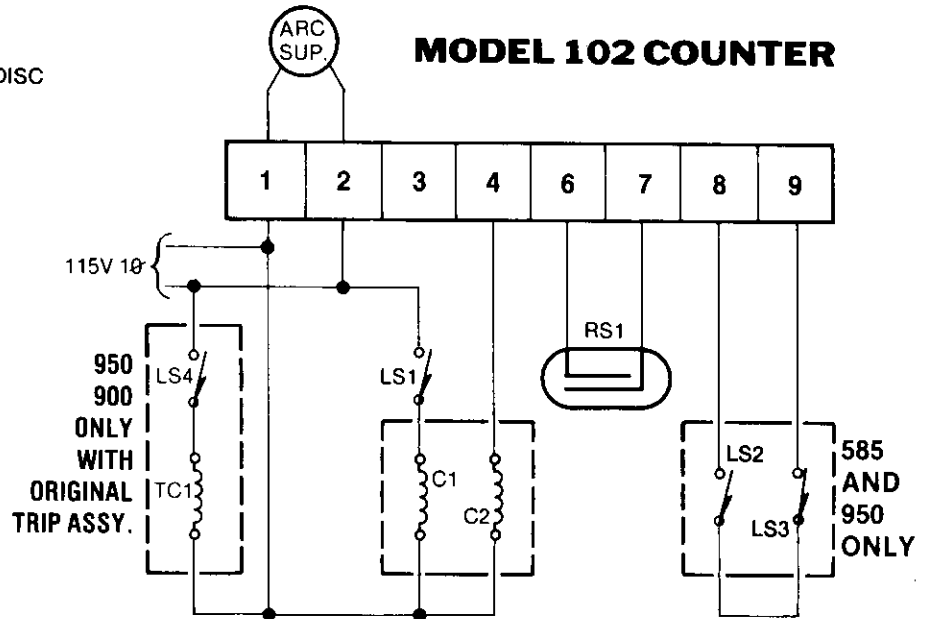
RECOMMENDED SPARE PARTS		
QTY.	PART NO.	ITEM
1	11	Start Switch
1	21	Lift Cylinder
1	28	Latch Cylinder

9101	TRIP FRAME	18	ADJUSTING ROD	37	SPRING
9102	SLIDE RAIL	19	LOCK HANDLE	38	LINK
1 (4)	SPACER	20	SPRING PIN	39	LATCH CAM
2 (4)	LOCK WASHER	21	LIFT CYLINDER	40 (4)	SCREWS
3 (4)	SCREW	22	SCREW	41 (2)	SHOULDER SCREW
4	SCREW	23	LOCK WASHER	42 (2)	JAM NUT
5	CABLE CLAMP	24	NUT	43	TRIP GATE
6	RESTRICTOR VALVE	25	ROD END—TF-7	44	LOCK SCREWS
7 (3)	POLY-FLO FITTING	26	JAM NUT	45	SIDE RAIL
8	BRACKET	27	SPRING PIN	46	SLIDE BLOCK
9	SCREW	28	LATCH CYLINDER	47	KEY
10	SCREW	29	SCREW	48	NUT
11	MICRO SWITCH—OCT-35	30	SCREW	49	SIDE RAIL
12	SCREW	31	LATCH	50	ROD END—TF-5
13	LOCK WASHER	32	LATCH ECCENTRIC	51	POLY-FLO FITTING
14	LIFT PLATE	33	SCREW	52	NUT
15	SET SCREW	34 (2)	SCREW	53	SPRING
16	KNOB	35	SHOULDER SCREW	54	SPRING ADJ. SCREW

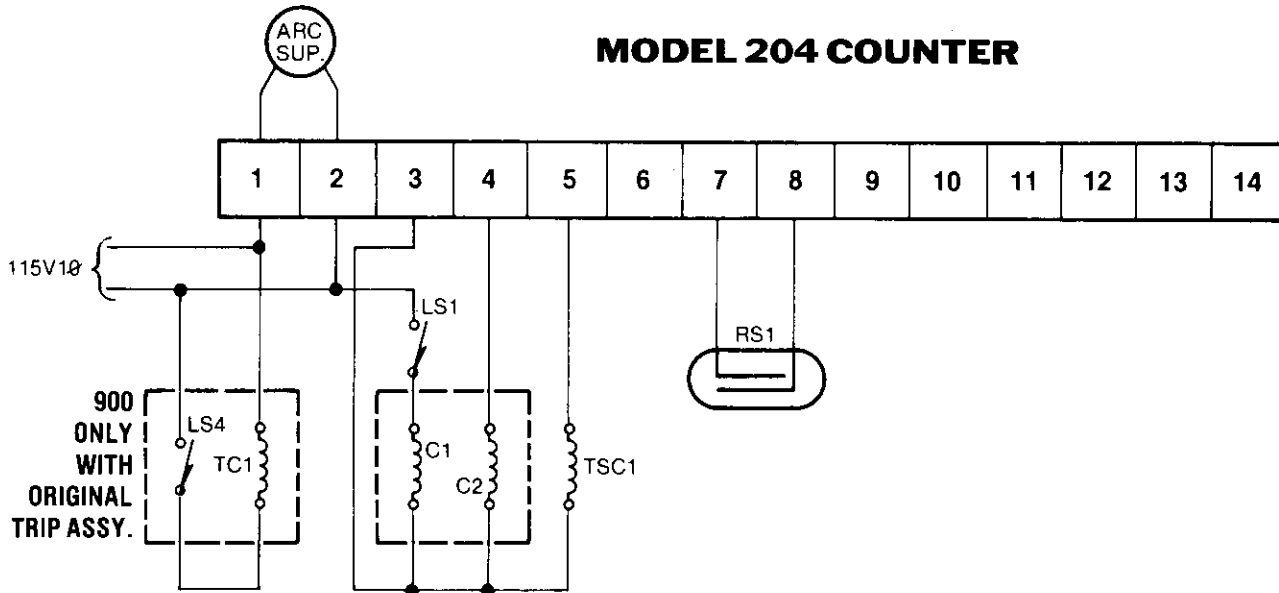
REED SWITCH



MODEL 102 COUNTER



MODEL 204 COUNTER



PNEUMATIC CIRCUIT

