

# Installation, Operation and Maintenance of the Airflex® Timing Rotorseal and Cam Limit Switch



Revised: Feb. 1, 1982

# 1.0 Operation

Throughout this manual, there are a number of **Hazard Warnings** that must be read and understood in order to prevent possible personal injury and/or damage to the equipment. Carefully read these warnings. They are included to protect you!

## 1.1 Description:

This manual describes two Airflex® timing control devices, namely, the Airflex® Cam Limit Switch and the Airflex® Timing Rotorseal. The cam limit switch is a rotary cam timing switch device. The timing rotorseal combines the features of a rotary cam timing switch with those of a rotary air seal in one compact unit. Both of these devices are primarily designed to control the operating functions of mechanical power presses. Both devices are also referred to as timers in this manual, since the timing operation for both devices is the same.

When these devices are properly wired into the appropriate Airflex® press control system (refer to Manual CP 3080), these devices can provide the following functions:

- Inch
- Single stroke
- Continuous
- Semicontinuous
- Monitor the stopping effectiveness of the braking system

The Airflex® press control system requires two of the timers, in any combination, to control the above functions and to monitor each other for failure and shaft breakage.

These devices can be furnished for either clockwise or counterclockwise rotation. The direction of rotation of the device is identified by a decal on the cap and is determined by viewing the device from the cap end. Timing rotorseals supplied with Airflex® FSPA clutch and brake packages are assembled for counterclockwise rotation unless otherwise specified on the order.

The cam limit switch can be furnished for either shaft mounting or for foot mounting with a chain drive (see the illustrated Parts List in Section 4.0). The timing rotorseal is designed to be assembled to the flywheel or

bullgear of an Airflex® standard press application clutch and brake package (see Figure 2).

## 1.2 How It Works:

The operation of the timing section of the timing rotorseal is the same as that of the cam limit switch. In this respect, both devices are referred to as timers in this manual. There are five shaft mounted cams which, when rotated, open and close four automotive type breaker points (see Figure 1) as LS1, LS2, LS3 and LS4.

LS1 and LS2 are controlled by cams No. 1 (24) and No. 2 (26) respectively (see Section 4.0 for item numbers in brackets). LS3, when used for brake monitoring, is controlled by a two piece cam No. 3 consisting of an insert (28) and an outer cam (28A). An optional one piece cam No. 3 is supplied with both devices that replaces the two piece cam for applications that do not require brake monitoring. LS4 is controlled by split cams No. 4 (33) and No. 5 (33A). Cam functions are discussed in Section 1.2.1.

The timing rotorseal, besides providing the same timing functions as does the cam limit switch, also provides a means of air delivery from a stationary source to operate a rotating component such as the Airflex® clutch. The seal between the stationary center section (11) and the rotating adapter (1) is provided by the inner and outer carbon seals (16 and 19). The lapped surfaces of these seals are held against the rotating adapter (1) by inner and outer springs (12 and 13). Air enters the stationary center section (11) and passes through the seals into the rotating adapter (1).

### 1.2.1. Cam Functions:

The Airflex® press control system requires two timing devices. To differentiate between the timers both the cam limit switch and the timing rotorseal have a decal, affixed to the end cap, with tabs labeled "A" and "B". Therefore, one timer should be labeled "A" and the other "B"; the unused tabs are removed. To be consistent with the Airflex® press control wiring diagram the timer that monitors the brake should be labeled "A".

The control functions of the cams are:

Cam No.	"A" Timer	"B" Timer
1	Nonrepeat	Nonrepeat
2	Top Stop (Continuous)	Nonrepeat
3	Brake Monitor	Semicontinuous Brake Monitor or Special Function
4 & 5	Top Stop (Single Stroke)	Top Stop (Single Stroke)

Figure 1 illustrates the cams assembled in the timing section of both devices and their relationships.

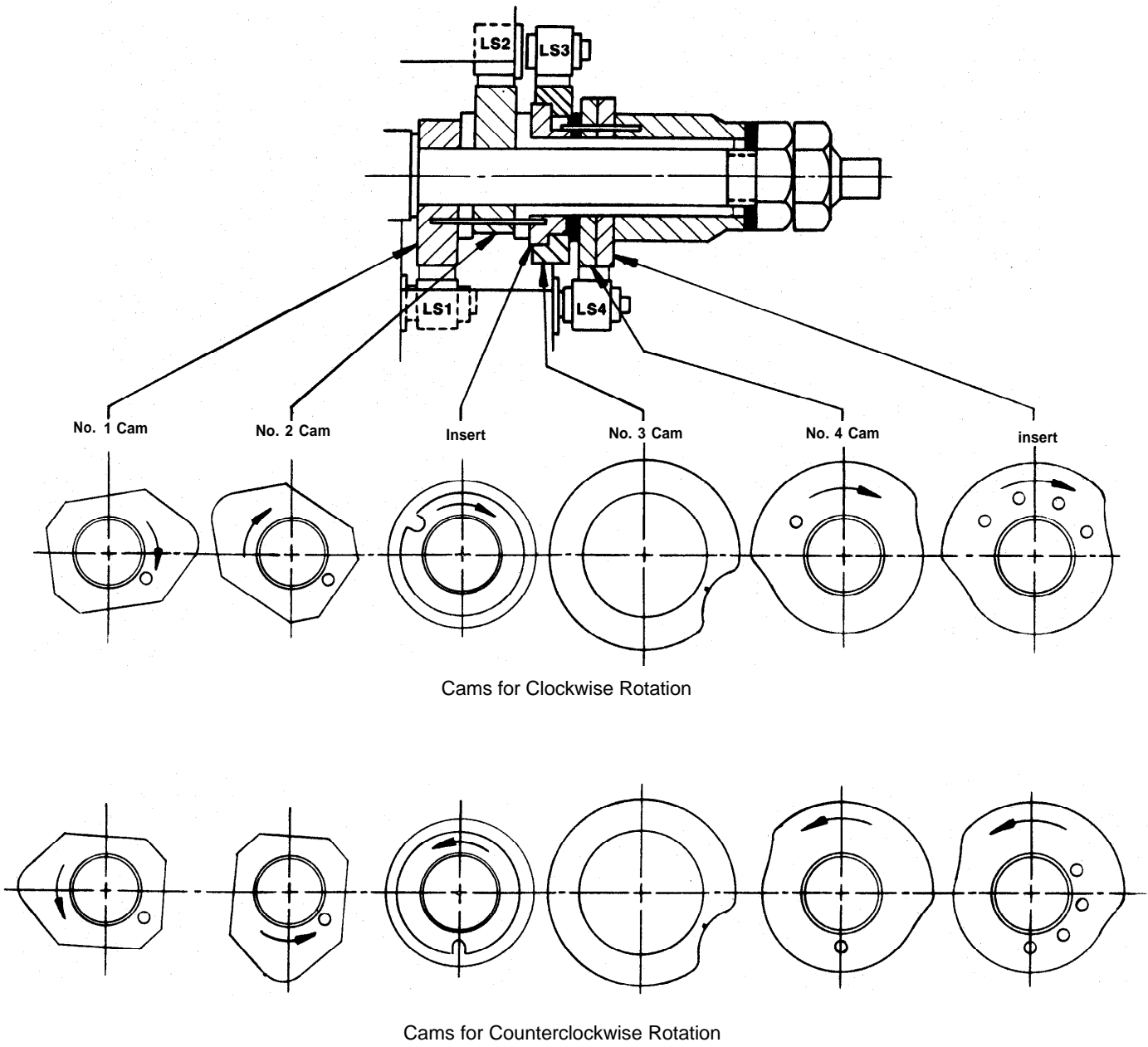
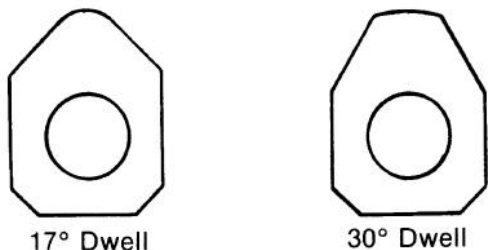


Figure 1. Cam profiles and their relationships

Two cam profiles are available for cams 1 (24) and 2 (26). The standard profile provides a 17° dwell. For applications where timers operate in excess of 300 RPM, a cam profile which provides a 30° dwell should be used for cams 1 and 2. These cam profiles are shown below.



Cam No. 3 (28 and 28A) monitors the effectiveness of the press braking system at the top of the stroke. When cam No. 3 is positioned according to Paragraph 2.3, deviations in stopping position greater than ± 15" from top dead center will be detected.

All control systems, except those capable of inch and continuous functions only, require two timers. When two timers are used, except on control panels with semicontinuous function, only the two piece cam No. 3 of the "A" timer is required for brake monitoring. The cam No. 3 of the "B" timer, is available for a user's special function such as a counter. The optional one piece cam No. 3 profile is the same as cam No. 4 shown in Figure 1.

LS4 is controlled by split cams 4 (33) and 5 (33A). This set of cams determines the top stop setting and the amount of time the run buttons must be depressed before the operator can remove his hands from them. If the run buttons are released before this predetermined setting, the press will stop.

The minimum dwell setting of these cams is 135°, and they are fannable up to 255" in increments of 40°.] For the proper setting of these cams, refer to Paragraph 2.3.

## 2.0 Installation



### Danger:

Prior to installation of the Airflex<sup>®</sup> Timing Rotorseal and Cam Limit Switch, make sure that the machinery is secured in a safe manner. Failure to do so could result in serious injury or possibly death.



### Warning:

Only qualified maintenance personnel should install, adjust or repair these devices. Faulty workmanship will result in unreasonable exposure to hazardous conditions, injury or severe damage to the equipment.



### Caution:

Before you begin any work, study this manual so that you completely understand what is required. Do not risk injury. Follow the instructions.

### 2.1 Mounting

Instructions for mounting the Airflex<sup>®</sup> timing rotorseal, foot and shaft mounted cam limit switches are given below. Any combination of these times may be used in the control system. Follow those instructions that pertain to the timers being used.

#### 2.1 .1 Timing Rotorseal:

The Airflex<sup>®</sup> timing rotorseal is custom designed to fit the flywheel or bullgear of an Airflex<sup>®</sup> FSPA clutch and brake package as shown in Figure 2. The flywheel or bullgear

hub has been machined to accept the mounting register and bolt circle of the timer rotorseal adapter (1).

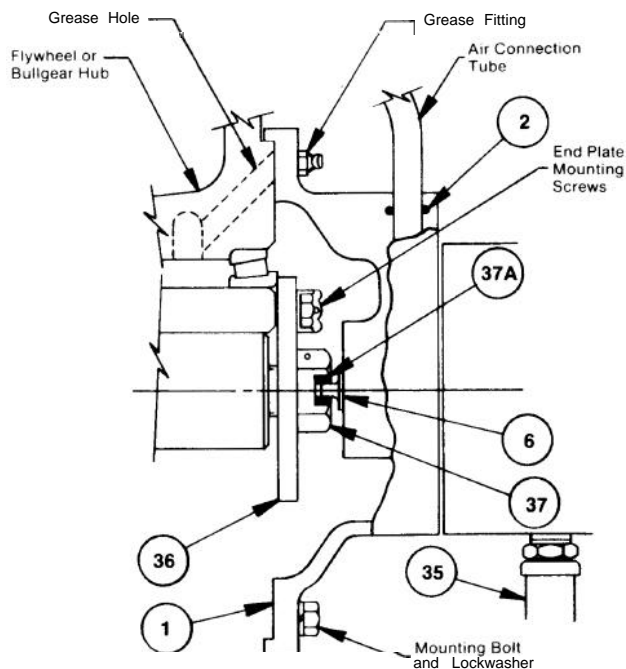


Figure 2. Timing rotorseal mounting configuration

The timing rotorseal end plate (36) is used to assemble the device to the crankshaft. The end plate also provides the necessary bearing running clearance and must be properly shimmed. Follow instructions given in Form PP3000.

Before mounting the timing rotorseal, check to be sure its direction of rotation corresponds with that of the flywheel or bullgear.

To mount the timing rotor seal:

- a) Make sure that the air tube "O" rings (2) are in place.
- b) Install the plastic insert (37A) in the head of the drive screw (37).
- c) Install drive screw. Tighten the screw, being careful not to distort the end plate (36).
- d) Tie-wire the drive screw to the end plate mounting screws.
- e) Align the tang of shaft (6) with the slot in the drive screw insert, and align the grease holes in the adapter (1) with those in the hub of the flywheel or bullgear.
- f) Install the lockwashers and mounting bolts. Tighten the mounting bolts uniformly so the adapter flange fits squarely against the register face.
- g) Inspect all air connection tubes and remove all burrs.
- h) Lightly grease or oil the ends of the air tubes and insert them into the mating adapter holes.
- i) Attach the opposite ends of the tubes to their connections.
- j) Connect flexible air hose (35) to the center section and air supply line.

**⚠ Caution:**

**Do not use a rigid pipe air line in place of the flexible air hose (35). Rigid pipe does not allow compensation for any eccentricity between the device and the shaft and will cause a preload condition that will shorten the bearing life of the device.**

- k) Apply air pressure and check for air leaks. Repair as required.
- l) Remove air pressure.
- m) Refer to appropriate paragraph and mount second timer.

Wiring instructions are given in Paragraph 2.2.

**2.1.2. Foot Mounted Cam Limit Switch:**

The foot mounted cam limit switch must be chain driven by the crankshaft. The sprocket ratio between the shaft and switch must be 1:1. Sprockets furnished by Airflex<sup>®</sup> are 3/8 in. pitch. Chain of proper length, determined by the placement of the timer, and the chain guard must be furnished by customer.

Mount the timer as follows:

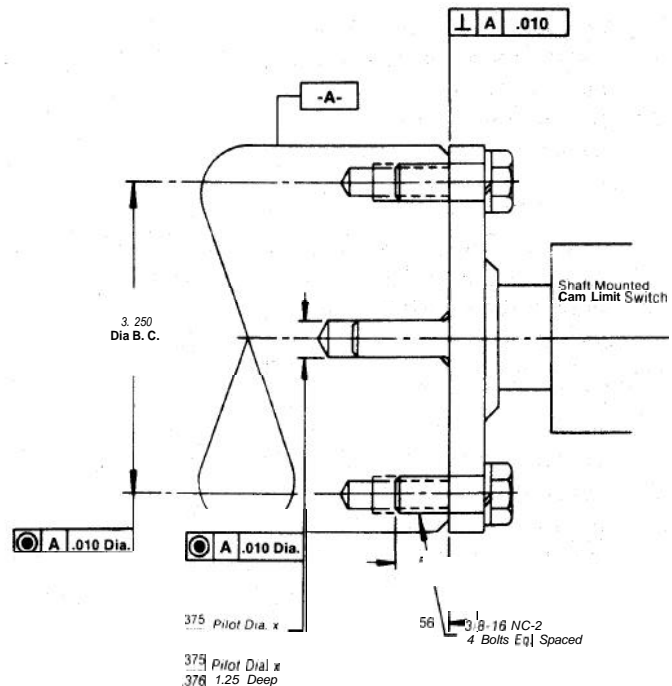
- a) Select a convenient mounting area for the timer so that there is no interference with the chain drive. Locate the timer as close as possible to the driving shaft so that the chain length is held to a minimum.

- b) Rigidly attach a sprocket to the driving shaft.
- c) Key the other sprocket to the cam limit switch shaft and lock it in position with set screws and jam screws. The cam limit switch shaft diameter is .6250/.6245 inches, has a 3/16 inch square keyway and has a one inch long mounting length.
- d) Fabricate a sturdy bracket or prepare the machine surface for mounting. Bear in mind that the bracket design or positioning of the switch will be influenced by the direction of rotation of the switch.
- e) Position the switch so that the driving and driven sprockets are in alignment. Fasten the switch to its support with four 3/8 inch cap screws and lockwashers.
- f) Attach and tension the drive chain following chain manufacturer's recommendations.
- g) Fabricate a guard to cover sprockets and chain.
- h) Refer to appropriate paragraph and mount second timer.

Wiring instructions are given in Paragraph 2.2.

**2.1.3 Shaft Mounted Cam Limit Switch:**

The shaft mounted cam limit switch is designed for attaching directly to a shaft end. The shaft end must be machined as shown in Figure 3 to accept the shaft pilot and bolt circle.



**Figure 3. Shaft machining details**

Before mounting the timer, check to be sure its direction of rotation corresponds to that of the shaft. Fasten the flange to the shaft with lockwashers and cap screws.

Refer to appropriate paragraph and mount second timer.

Wiring instructions are given in Paragraph 2.2.

## 2.2 Wiring:

Two rotary timers are required in the Airflex® press control system. The timers must be appropriately labeled to identify them and the functions they control. The timer that monitors the brake should be labeled "A" to agree with the Airflex® wiring diagrams. Label the other timer "B". "A" and "B" decals are furnished on each timer end cap. Remove the letter that is not used.

The timer is internally wired at the factory. All leads have the breaker point number to which they are wired printed on the insulation. Label each lead with the corresponding schematic wire number and "A" or "B" to identify the timer to which the lead is connected.

An insulated straight connector fitting for 3/4 inch flexible conduit is furnished with the timer.

### Caution:

**A length of flexible conduit must be used between the timer and rigid conduit. This flexible connection allows compensation for any eccentricity between shafts for shaft mounted timers and will permit chain tension adjustments for the foot mounted timers.**

**Use 16 gauge stranded machine tool wire, U.L. listed, 105°C temperature rating, voltage rating 600 volts, minimum insulation thickness 0.031", oil resistant, for wiring the timers to the control panel.**

### Caution:

**No strain relief is provided internal to the timer. Therefore, when wiring the timer into the application, provide enough slack wire to prevent wire breakage at the contact points.**

## 2.3 Timer Adjustment:

Reread and follow the Hazard Warnings stated under Paragraph 2.0.

Cams No. 1, 2, 3 insert, 4 and 5 (24, 26, 28, 33 and 33A, respectively) are dowelled together and are adjusted as a unit. The outer part of cam No. 3 (28A) in timer "A" is adjusted separately. All the cams, once adjusted, are clamped together by tightening of the two jam nuts (30). See the illustrated parts list in Section 4.0 for the relationship of these parts and when making adjustments.

### 2.3.1. Top Stop and Brake Monitoring

For existing installations: proceed to Step "g".

- Position the crankshaft at top dead center. Make sure, it will remain in a safe position.
- Turn electrical power off to main control panel.
- Remove end cap (31) from timer by removing the two socket head cap screws.
- Loosen jam nuts (30). Hold adjusting knob (29) and align indicator groove on cam No. 3 (28A) in timer "A" with fiber cam follower of LS3 as shown in Figure 4.

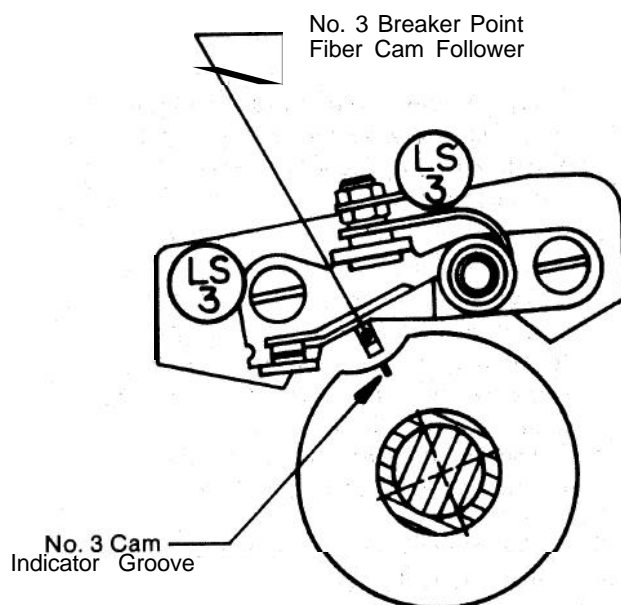


Figure 4. Brake monitoring cam alignment

- Retighten the jam nuts (30).
- Position felt seal (34), replace end cap (31), install and tighten the two socket head cap screws. Turn electrical power on.
- Stroke press to check the stopping position.
- Note the relationship between the desired stopping position and the actual stopping position.
- If the stop is unsatisfactory, inch to the top of the stroke. **Secure** the machine in a safe manner to avoid possible injury.
- Turn electrical power off and remove end cap (31).
- Loosen jam nuts (30) and rotate adjusting knob (29) in opposite direction of cam arrow to advance the stopping position, or in same direction of cam arrow to retard the stopping position.
- Hold adjusting knob (29) from rotating and align indicator groove on brake monitoring cam No. 3 with fiber cam follower of LS3 as shown in Figure 4.

- m) Retighten the jam nuts (30) and repeat Steps “f”, “g” and “h”!
- n) Repeat this procedure as necessary to obtain the desired stopping position.

### 2.3.2 Long Operation:

This feature is provided so an adjustment can be made to extend the LS4 open time and accommodate presses with long strokes and/or slow crankshaft speeds.

- a) Turn electrical power off to main control panel.
- b) Remove end cap (31) from timer by removing the two socket head cap screws.
- c) Remove jam nuts (30) and washer (40).
- d) Remove adjusting knob (29).
- e) Note that cam No. 5 (33A) has four dowel holes for adjustment. Cams are factory adjusted to a minimum setting of **135°**. Rotate cam No. 5 (33A) to increase or decrease cam dwell.
- f) Insert the dowel of the adjusting knob through cam No. 5 (33A), cam No. 4 (33) and spacer (41) to engage cam No. 3 insert (28). Proper engagement can be determined by rotating the cam adjusting knob. All cams, except cam No. 3 (28A), will turn as a unit when the knob is rotated.
- g) Adjust top stop position and brake monitoring cam as outlined in Paragraph 2.3.1.

### 2.3.3 Timer Synchronizing Instructions:

- a) First, refer to Paragraph 2.3, Timer Adjustments. Where two **Airflex®** timers exist, this section applies to both units.
- b) Set stroking selector on control panel to “inch”, turn power “ON”, and inch press

to top of stroke. With electrical power “OFF”, remove both timer end caps. **Make sure** the machinery is secured in a safe manner.

- c) On each timer, loosen the locknuts (30) and rotate the cam assemblies,, so that the leading edge of the lobe on both cam No. 4 and 5 (33 and 33A) just start to open the LS4 breaker points. Tighten locknuts (30). Also, refer to brake monitoring cam adjustment at this point, when applicable (see Paragraph 2.3.1 and Figure 4).
- d) Set the control panel stroking selector to ‘Single Stroke’, operate the press, and observe the stopping position. Retard or advance both cam assemblies, as required, to establish desired top stop position. Tighten locknuts.
- e) With “top stop” established, it is likely at this stage of adjustment that one cam’ No. 4 of one timer may slightly lead the cam No. 4 of the second timer.
- f) Inch the press through the stroke just far enough for the lobe of the **leading cam** to barely contact the fiber cam follower on the breaker point.
- g) **With power “OFF”**, adjust the second cam assembly to an identical setting. Tighten locknuts.
- h) Run the press again on “Single Stroke” a few times to verify proper operation and stopping position.
- i) **With power “OFF”**, replace the felt seal (34), the timer end caps and socket screws.
- j) The two timers should now be properly synchronized, and the press ready for operation.

## 3.0 Maintenance

### Danger:

Prior to performing any maintenance, repair or adjustment on the **Airflex®** Timing Rotorseal and Cam Limit Switch, make sure that the machinery will remain secured in a safe manner. Failure to do so could result in serious injury or possibly death.

### Warning:

Only qualified maintenance personnel should install, adjust or repair these devices. Faulty workmanship will result in unreasonable exposure to hazardous conditions, injury or severe damage to the equipment.

### Caution:

Before you begin any work, study this manual so that you completely understand what is required. Do not risk injury. Follow the instructions.

### 3.1 Breaker Point Assemblies:

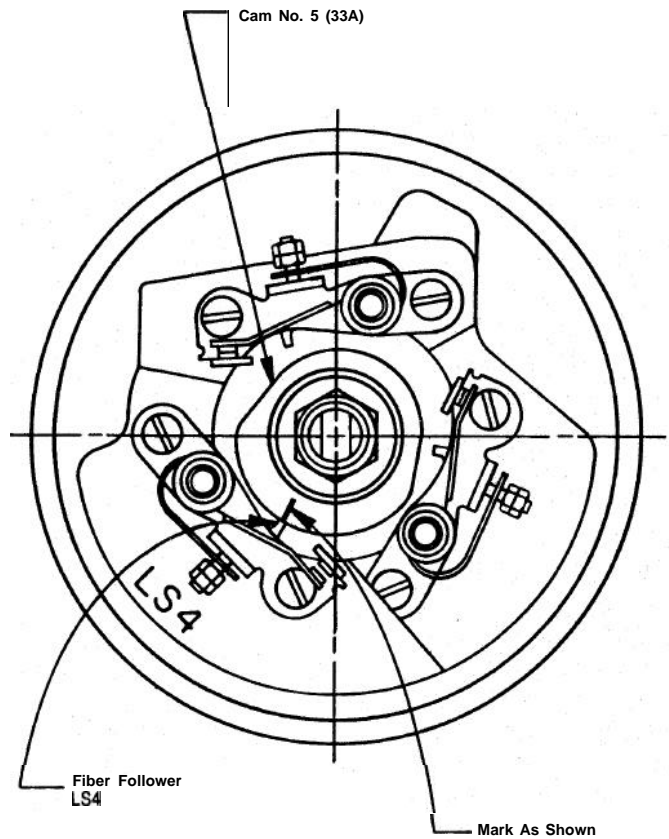
The breaker points furnished with the **Airflex®** timers have silver alloy contacts. Standard automotive breaker points have tungsten contacts and **must not** be used as a substitute. The breaker points should be checked periodically for wear.

Refer to Figure 6 when making any adjustments.

### 3.1.1 Breaker Point Opening Gap:

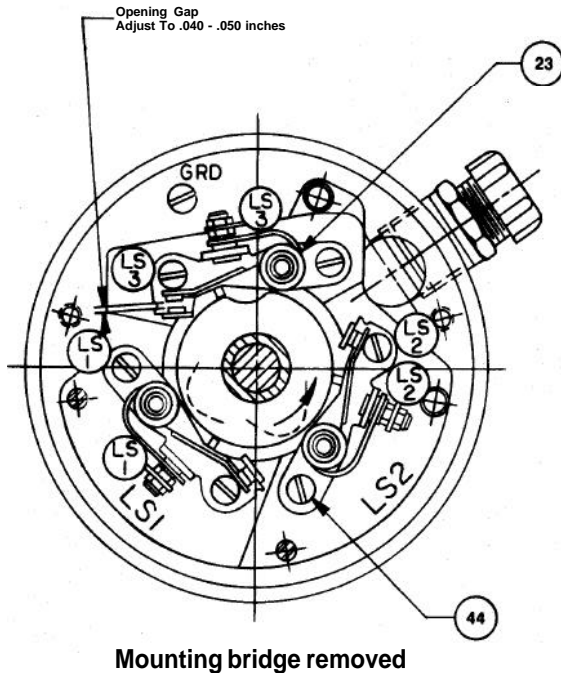
This gap is preset at the factory on new units at time of assembly. A gap setting of .040" to .050" must be maintained at all times. The opening gap must be checked regularly and reset when required. To inspect for proper opening gap:

- a) Position the crankshaft at top dead center. Use die safety blocks or otherwise secure to hold the ram in this position.
- b) Turn electrical power **off** to main control panel.
- c) Remove end cap (31) from timer by removing the two socket head cap screws.
- d) Mark the location of the fiber follower of the LS4 (42) breaker point with respect to the cam No. 5 (33A). This will prevent the need for several timer adjustments to locate the top stop position. See Figure 5.
- e) To inspect LS1, refer to Figure 6 and remove the two socket head cap screws (43) and mounting bridge sub-assembly (32).
- f) Loosen jam nuts (30).
- g) Rotate cam adjusting knob (29) so that breaker point gap being measured is at its maximum opening.
- h) Measure gap as indicated in Figure 6.
- i) If gap must be adjusted, follow instructions given in Paragraph 3.1.2.
- j) Lubricate the cam follower with a multi-purpose lithium soap grease.
- k) Measure gap of LS2 by repeating Steps "g" to "j".

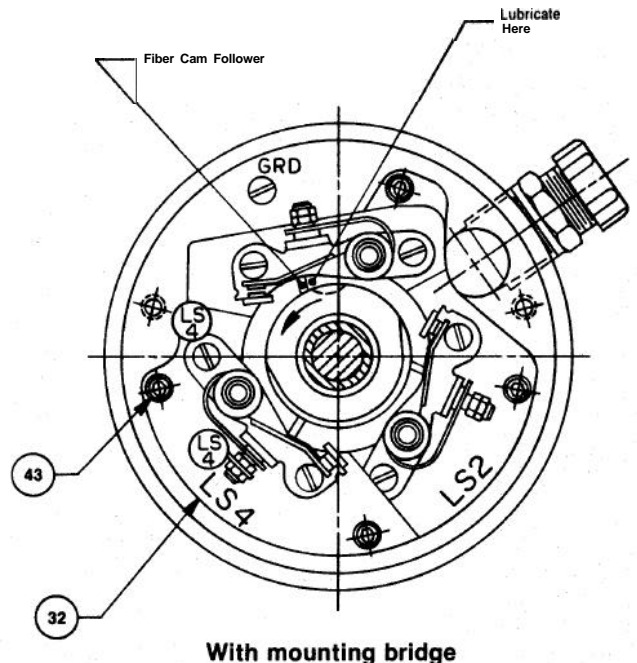


**Figure 5**  
Marking top stop position

- l) Rotate No. 3 cam (28A) so that breaker point gap of LS3 is at its maximum opening.
- m) Repeat Steps "h" through "j".
- n) Replace mounting bridge sub-assembly (32) and cap screws (43).



Mounting bridge removed



With mounting bridge

**Figure 6**  
Breaker point maintenance



- o) Measure gap of LS4 by repeating. Steps “g” through “j”.
- p) Align No. 5 cam with previously established top stop mark by rotating cam adjusting knob.
- q) Maintain No. 5 cam alignment by holding adjusting knob. Rotate No. 3 cam so that indicator groove lines up with the fiber cam follower on LS3 breaker point. Refer to Figure 4. This alignment must be done with the crankshaft at top dead center.
- r) Tighten inner jam nut and lock in place with outer jam nut. Do not back inner jam nut off to meet outer jam nut.
- s) Reinspect cam positions.
- t) Make sure that the ground connection is tight, (see Figure 6).
- u) Position felt seal (34) and replace end cap (31).
- v) Turn electrical power on when press is ready to run.
- w) If top stop position must be readjusted, follow instructions given in Paragraph 2.3.

### 3.1.2 Breaker Point Adjustment:

When making the following adjustment, exercise caution with the wire leads to make sure they are secure and not shorted out.



#### Caution:

**Make sure the electrical power is turned off before proceeding to avoid possible injury.**

- a) Refer to Figure 6 and loosen the two breaker point mounting screws (44).
- b) Shift the breaker point assembly (23) to establish the correct gap.
- c) With the opening gap properly set, retighten the mounting screws (44).

- d) Make sure that the ground connection is tight (see Figure 6)
- e) If points cannot be adjusted to proper gap or are pitted, they must be replaced. Follow instructions given in Paragraph 3.1.3.
- f) After all breaker point adjustments have been made, refer to Paragraph 3.1.1 and complete Steps “p” through “v”.

### 3.1.3 Breaker Point Replacement:

- a) Identify all wire leads before detaching them from breaker point terminals.
- b) Disconnect the wire leads from the breaker point being replaced.
- c) Remove the two breaker point mounting screws (44) and discard the old breaker point.
- d) Coat the fiber cam follower with the grease lubricant furnished with the new breaker point.
- e) Install the new breaker point.
- f) Attach the wire leads to the breaker point.
- g) Adjust the breaker point gap as outlined in Paragraph 3.1.2.

### 3.2 Bearings and Seals Replacement:

- 3.2.1 The bearings in both types of timers and the rotating seals (16 and 19) in the timing rotor seal are not considered to be field replaceable items and it is recommended that the units be returned to the factory.

For dimensional information, request Form PP3000.

For additional information, contact Eaton Corporation, **Industrial** Drives Operations, Airflex Division, 9919 Clinton Road, Cleveland, Ohio 44144, telephone (216) 281-2211.

# 4.0 PARTS LIST

Item No.	Part No.	Description	No. Req.
1.	See table A	Adapter "O" ring	1
2.	See table A	Relief fitting	1
3.	145 x 30	Grease fitting	1
4.	145 x 2	Shaft	1
6.	304123	Snap ring	2
7.	139 x 12	Bearing	1
8.	159 x 57	Snap ring	1
9.	138 x 10	Bearing	1
10.	159 x 40	Center section	1
11.	403957	Inner spring	1
12.	201695	Outer spring	1
13.	201677	Inner washer	1
14.	201693	Outer washer	1
15.	201694	Inner seal	1
16.	301965	Outer seal	1
17.	73 x 133	Inner "O" ring	1
18.	73 x 134	Outer "O" ring	1
19.	201686	Inner seal	1
20.	159 x 57	Bearing	1
21.	144 x 46*	Shim set	1

Item No.	Part No.	Description	No. Req.
22.	139 x 12	Snap ring	1
23.	See table B	Breaker points	1
24.	See table B	No. 1 cam	4
25.	201854	Washer	1
26.	See table B	No. 2 cam	1
27.	201869	Cam adjusting sleeve	1
28.	See table B	No. 3 cam insert	1
28A.	306030	No. 3 cam	1
29.	203003	Cam adjusting knob	1
30.	61 x 22	Jam nut	2
31.	412230	End cap	1
32.	409346	Bridge	1
33.	See table B	No. 4 cam	1
33A.	See table B	No. 5 cam	1
34.	119 x 23	Felt seal	1
35.	See table A.	Air hose	1
36.	See table A	End plate	1
37.	305468	Drive screw	1
37A.	203333	Drive screw insert	1
38.	507137	Mounting plate	1
39.	303 x 1**	Flush pipe bushing	1
40.	153 x 530	Flat washer	1
41.	203107	Spacer	1

\*Use as necessary.

\*\*Used on Timing Rotorseals for FSPA's 01 thru 114.

The part no. for the complete assembly is stamped on the timer decal. Identify the timer with this number when specifying component parts.

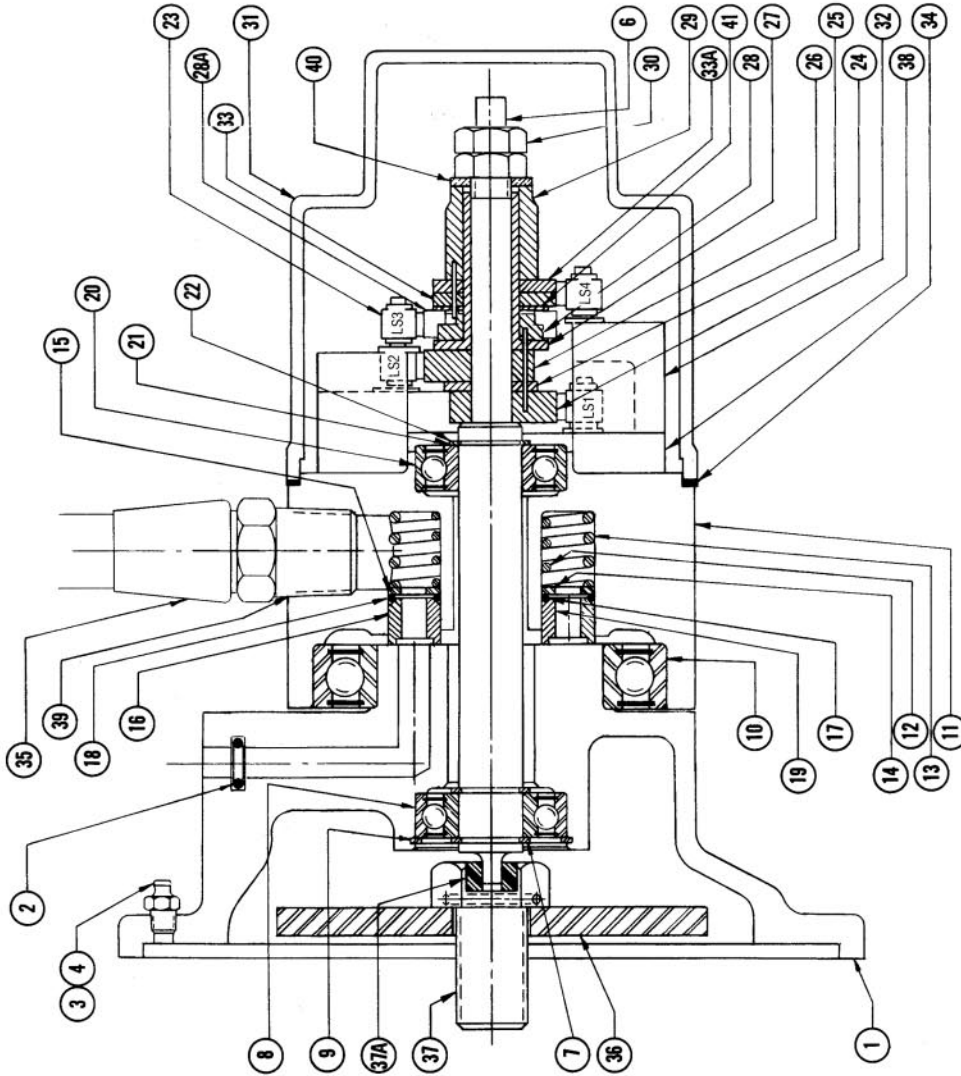


TABLE A

FSPA No.	Part No.			
	Item No. 1	Item No. 2	Item No. 35	Item No. 36
01	Adapter	"O" Ring Qty.	Air Hose	End Plate
1.2, 103, 104, 105	408441	73 x 89	318 x 2	410743-30
6, 7, 8	408441	73 x 89	318 x 2	410743-1
109, 110, 111	412842	73 x 89	318 x 2	410743-60
112, 113, 114	412842	73 x 89	318 x 2	410743-2
115, 116, 117	509852	73 x 89	318 x 2	410743-3
118, 119, 120, 121, 122	509853	73 x 15	318 x 4	410743-3
	505382	73 x 15	318 x 4	410743-11

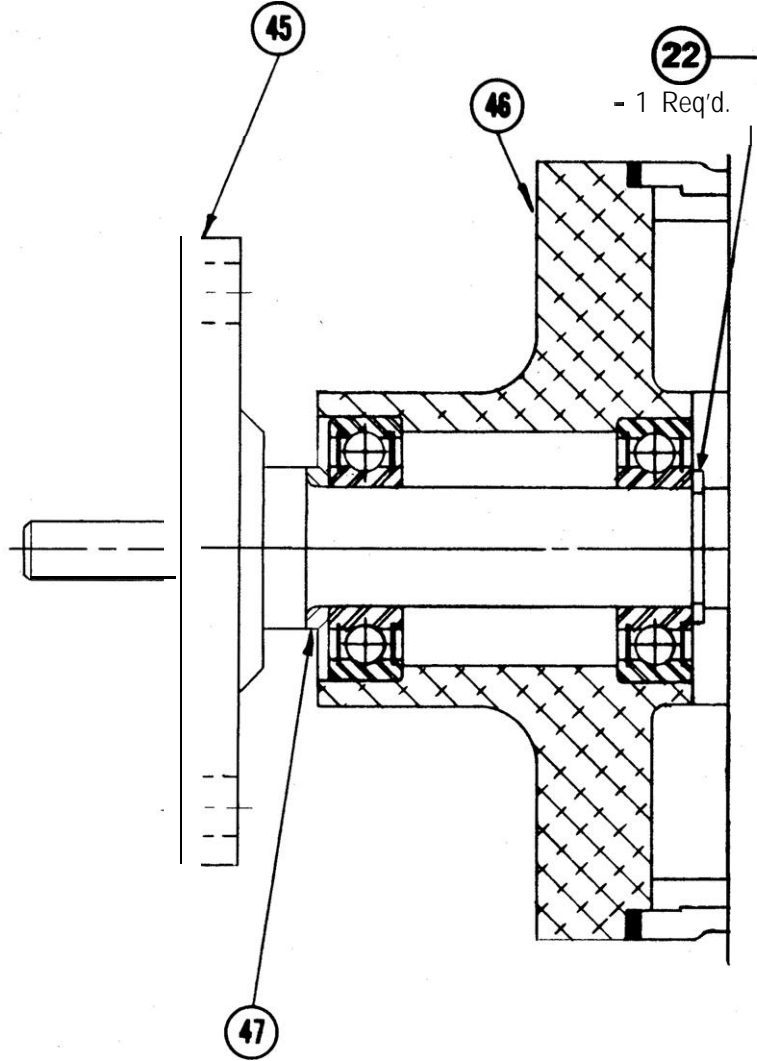
TABLE B

509425	Complete Assembly Part No. Used On:												Direction of Rotation	Part Number*						
	FSPA 01	FSPA 145744 GX	FSPA 145744 GY	FSPA 145744 GZ	FSPA 145744 HA	FSPA 145744 HE	FSPA 145744 GN	FSPA 145744 GK	FSPA 145744 HB	FSPA 145744 HC	FSPA 145744 HD	FSPA 145744 GM		FSPA 145744 GV	Item No. 23 - Breaker Points	Item No. 24 No. 1 Cam	Item No. 26 No. 2 Cam	Item No. 28 No. 3 Cam	Item No. 33 No. 4 Cam	Item No. 35 No. 5 Cam
	FSPA 1.2, 103, 104, 105	FSPA 6, 7, 8	FSPA 109, 110, 111	FSPA 112, 113, 114	FSPA 115, 116, 117	FSPA 118, 119, 120, 121, 122	145744 GP	145744 GT	145744 HF	145744 HG	145744 HH	145744 HI	145744 HJ	145744 HK	133 x 201	201856	201857	306029	203256	203257
	145744 GL	145744 HL	145744 GM	145744 GN	145744 HO	145744 HP	145744 HQ	145744 HR	145744 HS	145744 HT	145744 HU	145744 HV	145744 HW	145744 HX	133 x 200	201858	201859	306028	203254	203255
	145744 GZ	145744 HA	145744 HB	145744 HC	145744 HD	145744 HE	145744 HF	145744 HG	145744 HH	145744 HI	145744 HJ	145744 HK	145744 HL	145744 HM	133 x 201	201861	201862	306029	203256	203257
	145744 GN	145744 GO	145744 GP	145744 GQ	145744 GR	145744 GS	145744 GT	145744 GV	145744 HW	145744 HX	145744 HY	145744 HZ	145744 HA	145744 HB	133 x 200	201863	201864	306028	203254	203255

## TIMING ROTORSEAL

Part No. for Optional Cam No. 3 (Item No. 28A), is as follows:  
 203002 (For clockwise and clockwise 30° dwell)  
 203087 (For clockwise and c clockwise 30° dwell)

Item No.	Part No.	Description	No. Req.
6.	302276	Shaft	1
20.	159 x 41	Bearing	2
22.	139 x 12	Snap ring	1
23.	See table C	Breaker points	4
24.	See table C	No. 1 cam	1
25.	201854	Washer	1
26.	See table C	No. 2 cam	1
27.	201869	Cam adjusting sleeve	1
28.	See table C	No. 3 cam insert	1
28A	306030	No. 3 cam	1
29.	203003	Cam adjusting knob	1
30.	61 x 22	Jam nut	2
31.	412230	End cap	1
32.	409346	Bridge	1
33.	See table C	No. 4 cam	1
33A	See table C	No. 5 cam	1
34	119 x 23	Felt seal	1
38.	507137	Mounting plate	1
40.	153 x 530	Flat washer	1
41.	203107	Spacer	1
42.	404583	Housing	1
45.	411367	Shaft	1
46.	405330	Housing	1
47.	203351	Spacer	1

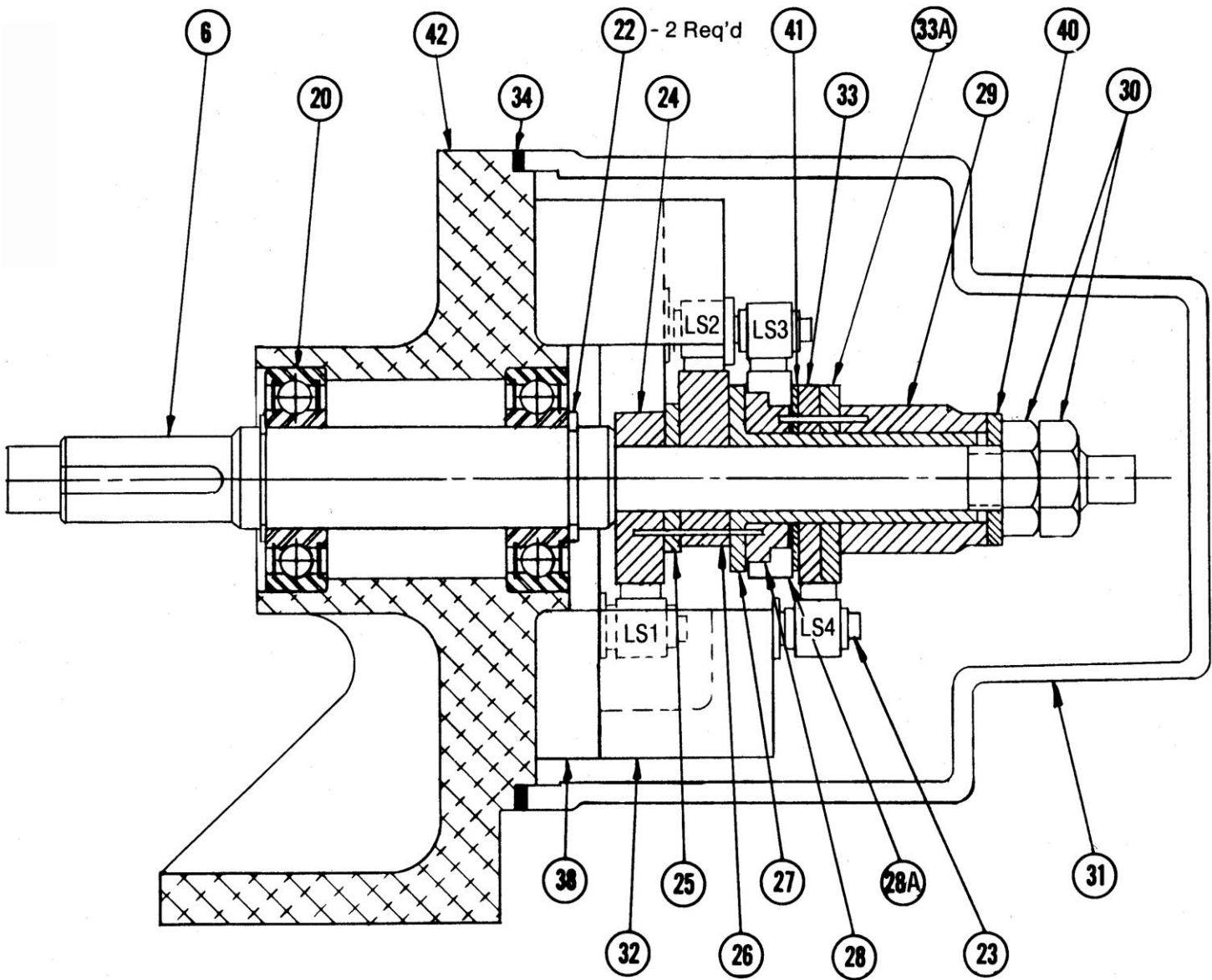


The part no. for the complete assembly is stamped on the timer decal. Identify the timer with this number when specifying component parts.

### SHAFT MOUNTED CAM LIMIT SWITCH

TABLE C

Complete Assembly Part Number For:		Direction of Rotation	Part No.					
Shaft Mounted	Foot Mounted		Item No. 23 Breaker Points	Item No. 24 No. 1 Cam	Item No. 26 No. 2 Cam	Item No. 28 No. 3 Cam Insert	Item No. 33 No. 4 Cam	Item No. 33A No. 5 Cam
145748 AL	145748 AQ	Clockwise	133 x 201	201856	201857	306029	203256	203257
145748 AM	145748 AR	C'Clockwise	133 x 200	201858	201859	306028	203254	203255
145748 AN	145748 AS	Clockwise	133 x 201	201861	201862	306029	203256	203257
<b>145748 AP</b>	<b>145748 AT</b>	<b>C'Clockwise 30° Dwell</b>	133 x 200	201863	201864	306028	203254	203255



FOOT MOUNTED  
CAM LIMIT SWITCH

Part No. for Optional Cam No. 3 (Item No. 28A), is as follows:  
 203002 (For clockwise and clockwise 30" dwell)  
 203087 (for c'lockwise and c'lockwise 30" dwell)



Eaton Corporation  
 Airflex Division  
 Cleveland, Ohio 44144

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