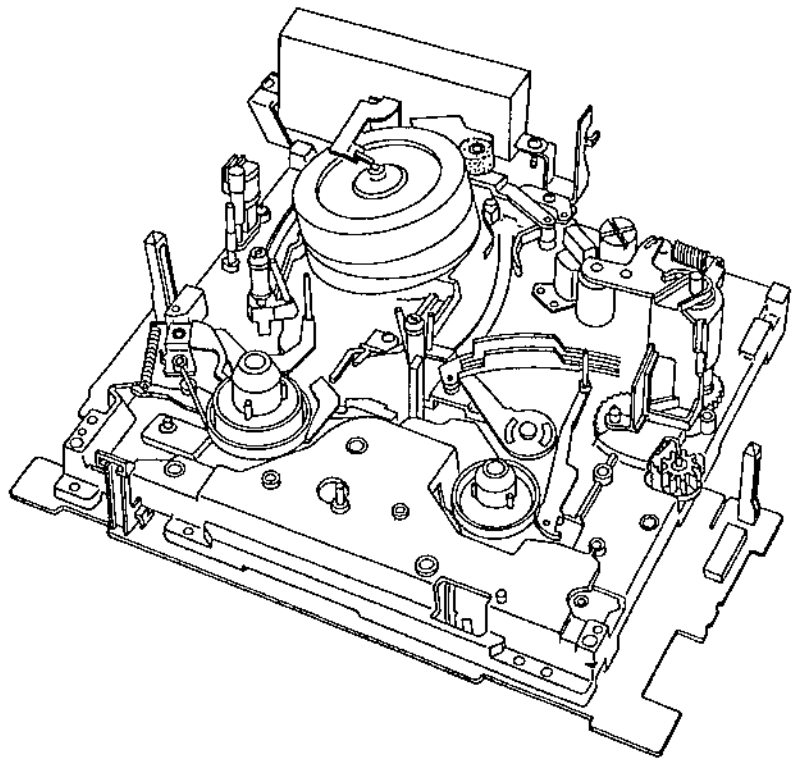
ORDER NO. VSD9402M632

Service Manual

Video Cassette Recorder

VHS
PAL

K-MECHANISM



IMPORTANT

The **K-MECHANISM** chassis are built in several Panasonic SVHS/VHS Video Cassette Recorder.

Thus, Properly file this service manual with the service manual of the relative video cassette recorder.

Panasonic

INTRODUCTION

This Service Manual contains the technical information which service personnel to understand and service the K-Mechanism.
The Maintenance Chart, Mechanical Parts List and Mechanical Specification, please refer to the service manual of each model.

CONTENTS

SECTION 1
GENERAL INFORMATION

The K mechanism maintains the same high performance as G2 mechanism but with a smaller quantity of mounted parts, 40% less than G2 mechanism.

1-1. FEATURE of K MECHANISM

1-1-1. Parts Reduction

<K Mechanism>

a. Reduction in the number of drive parts through the use of a single motor to perform front loading and unit loading.
b. Direct drive of brakes and loading gears with the multi-function main lever.
c. Elimination of sub lever and solenoids.

<Front Loading Unit>

a. Elimination of a slide switch, to reduce wiring.
b. Elimination or combining the joint parts.
c. Smaller and thinner the top plate and rack parts.

1-1-2. No Adjustment of the following is required.

a. Take-up inclined position.
b. P5 Post height.

1-1-3. Reduced Gear Phase Position Alignments

The K Mechanism has only 6 gear phase alignment positions and G2 mechanism has 12 gear phase alignment positions.

1-2. OPERATION of K-MECHANISM

The K mechanism has two motors, the loading motor and capstan motor. The loading motor operates the front loading/unloading and tape loading/unloading. The capstan motor operates each mode.
The bottom C.B.A. connects the mechanism to the system control circuit. On the bottom C.B.A. there are take-up and supply photo-sensors, Sensor LED, Mode Switch Connector, Safety Tab Switch, Supply and Take-up Reel Sensors and Loading Motor Connector. All sensor information sent to the system control circuit.

1-3. EMERGENCY CASSETTE REMOVAL

If the electrical circuit is defective and the action of unloading and front unloading do not work properly, it is possible to removing cassette manually.
There are 2 methods of removing the cassette.

A. Battery Operation

1. Remove the bottom plate.
2. Connect the battery (Manganese-Type (AA)(R6) 3pcs./+4.5V) to P1503 as shown in Fig.G1.
3. After moving the loading post to the unloaded position, disconnect the battery to stop the loading motor.
4. Turn the capstan rotor clockwise to take up the tape.
5. Reconnect the battery to eject the cassette.

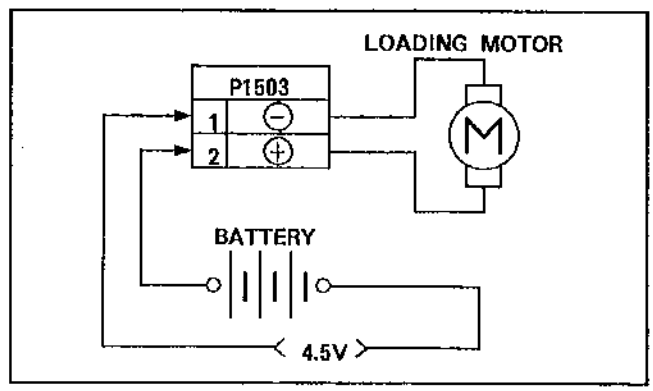


Fig.G1

B. Hand Operation

1. Remove the bottom plate.
2. Turn the worm gear to arrow mark direction (A) by finger as shown in Fig.G2 until loading post move to unloading position.
3. Turn the capstan rotor clockwise (B) to take up the tape.
4. Turn the worm gear again to eject the cassette.

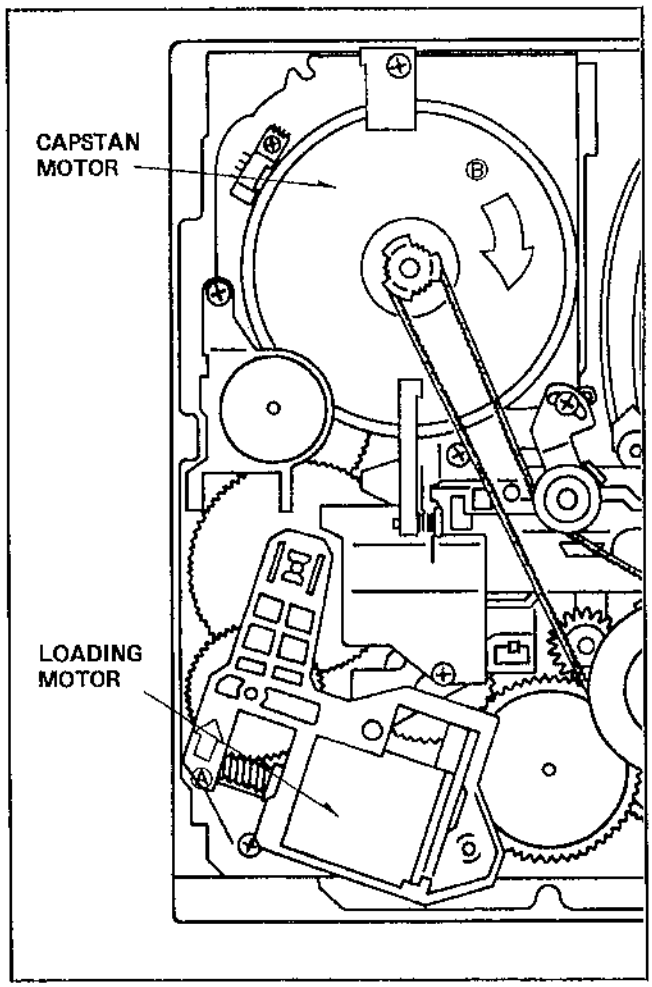


Fig.G2

1-4. EJECT OPERATION

The main cam gear rotates in the direction of the arrow. The projection (B) of the carriage connection gear engages with the recession (A) of the main cam gear. The carriage connection gear rotates in the direction of the arrow to perform the Eject operation.

If the Eject operation is performed without the cassette installed while repairing or making the mechanical phase alignment, the main cam gear will not rotate. For performing the Eject operation with the cassette carriage not installed, it is necessary to rotate the carriage connection gear by hand in the direction of the arrow.

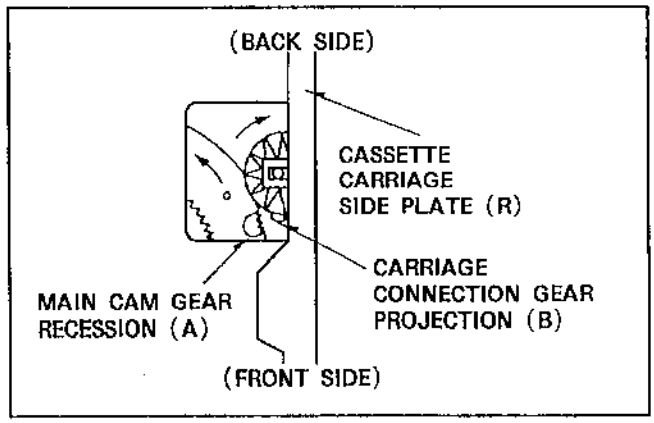


Fig.G3

1-5. REMOVAL of MECHANISM

1-5-1. Removal of Top Plate

1. Unscrew 2 screws (A) and unlock 4 locking tabs to arrow direction as shown in Fig.G4.
2. Lift up the Top Plate.

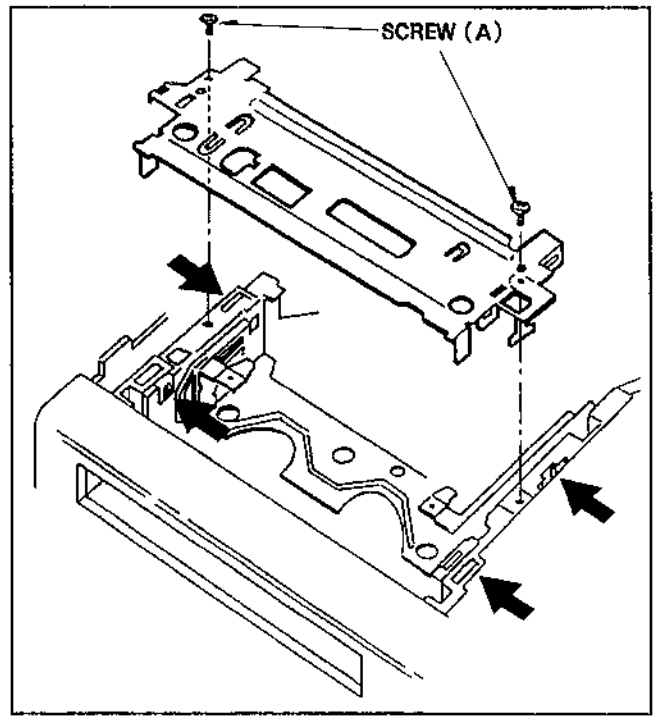


Fig.G4

1-5-2. Removal of Mechanism Chassis

1. Unscrew 2 screws (A) push the Holder Plate slightly to rear of the mechanism.
2. Unscrew a screw (B).
3. Disconnect all cable and connectors on the mechanism chassis.
   1)FE Head connector
   2)A/C Head connector
   3)Power Transistor connector
   4)Head Amp connector
   5)Capstan cable
4. Disconnect a Dew Sensor connector on the MAIN C.B.A.
5. Lift the mechanism chassis slightly and disconnect a connector of Cylinder Motor and a cable of Mechanism Connection C.B.A.
   Then mechanism chassis out of the unit.

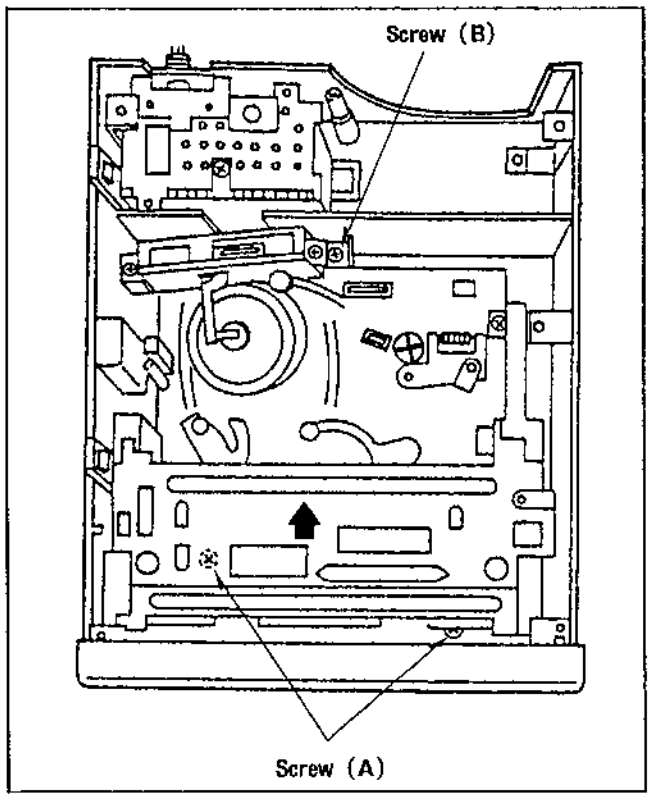


Fig.G5

1-5-3. Removal of Mechanism Connection C.B.A.

1. Unscrew 4 screws (C).
2. Lift up the Mechanism Connection C.B.A.

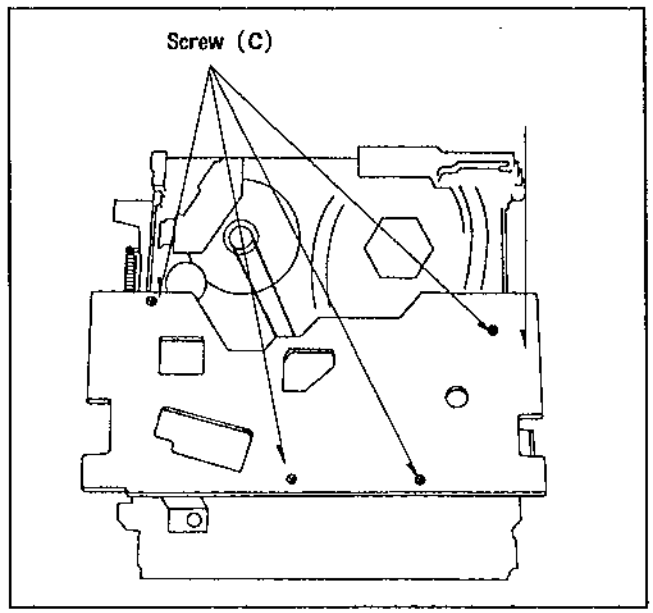
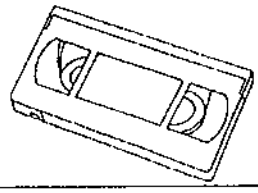
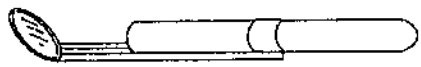
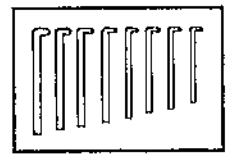
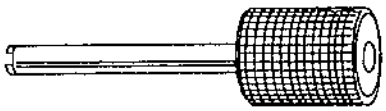
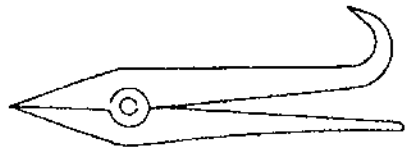
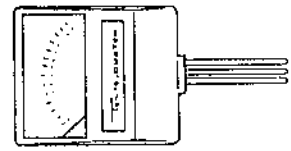
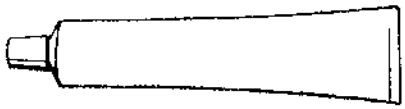
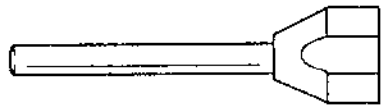
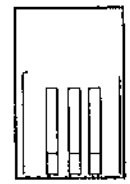
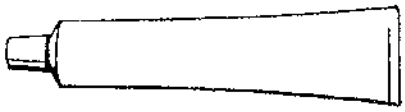
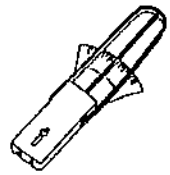


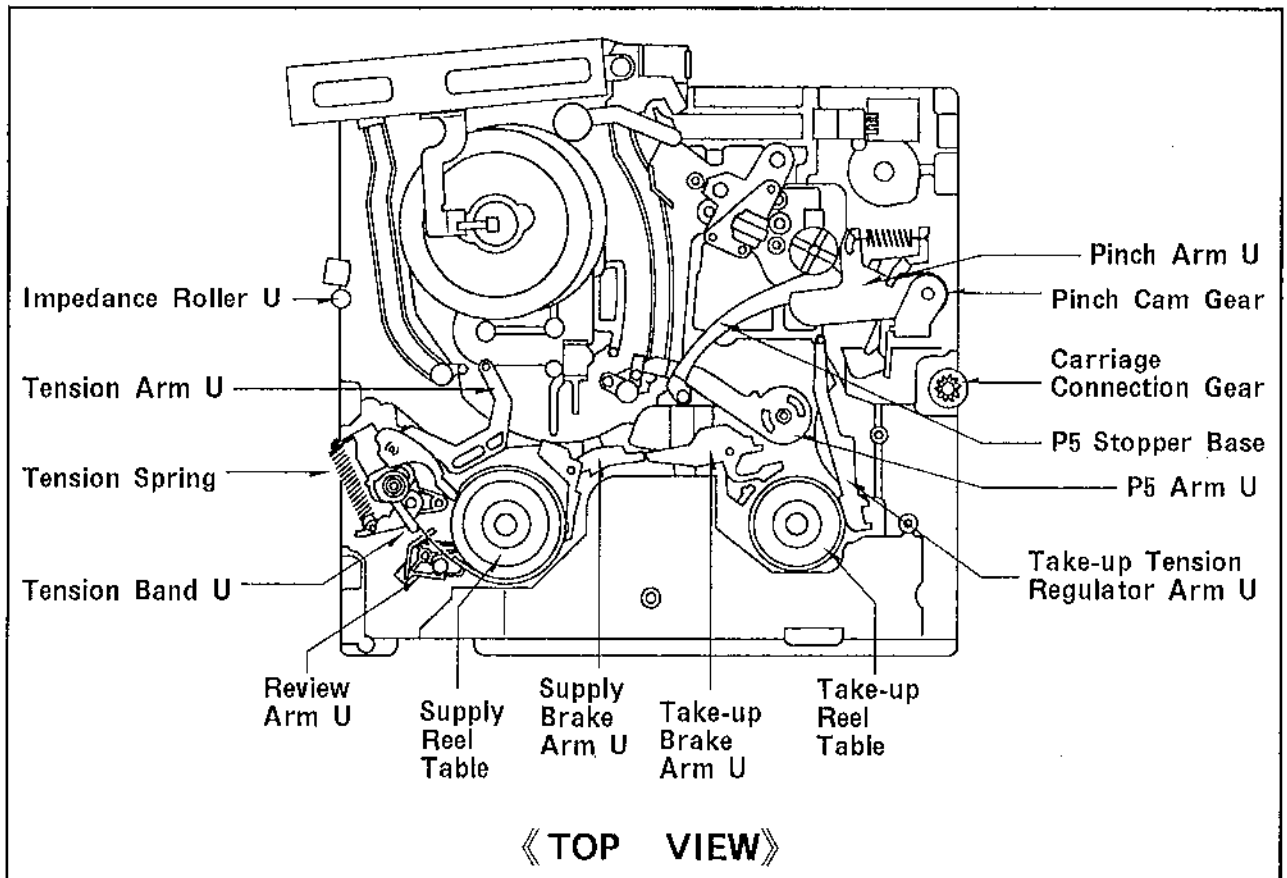
Fig.G6

1-6. SERVICE FIXTURES AND TOOLS

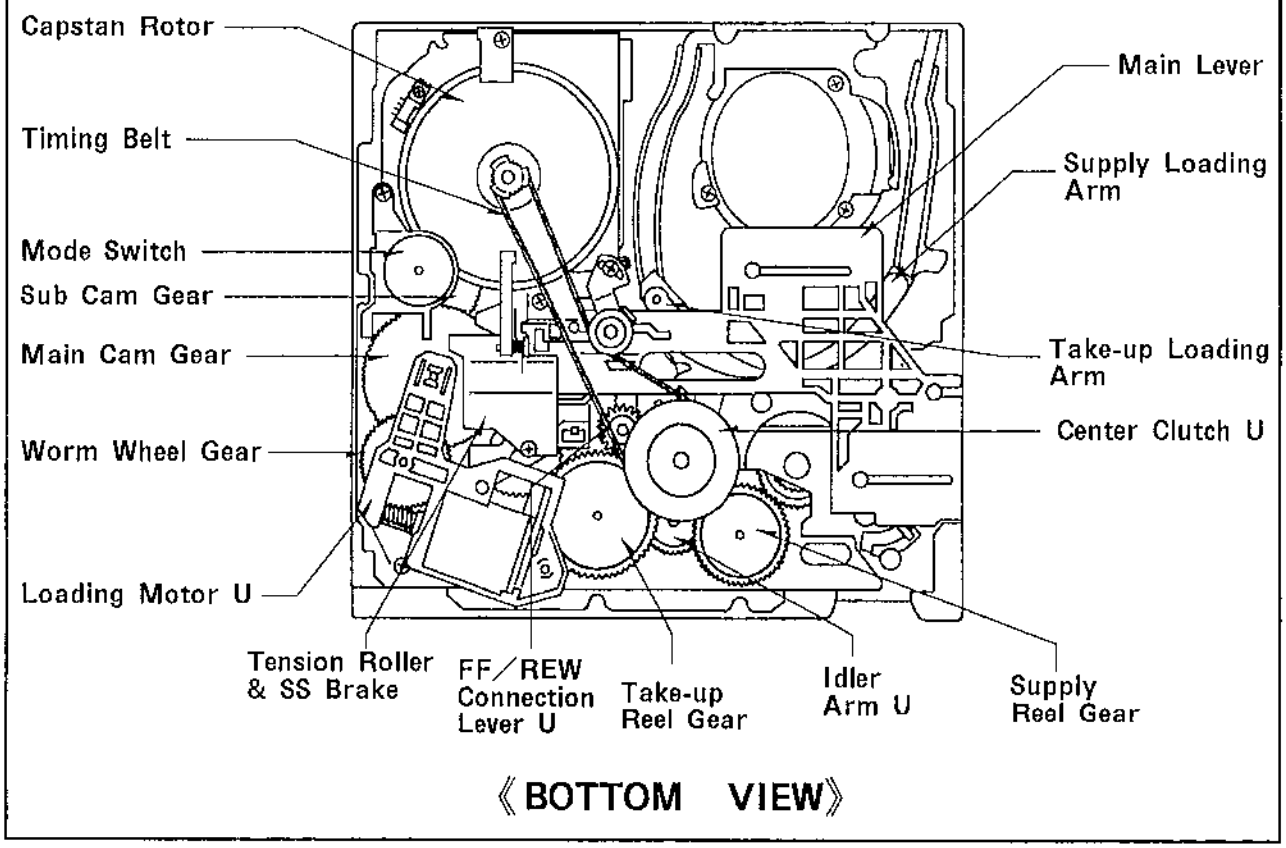
The regular maintenance is important to maintain the initial specification of the unit and prevent tape damage. The specified servicing fixture must be used to conduct adjustment.
The following fixtures, tools and measuring equipments are required to conduct complete Mechanical Adjustments.

VFM8080HQFP: VHS Alignment Tape 	VFK0948: Check Light 	VFK0326: Hex Wrench Set (0.7, 0.9, 1.2, 1.5, 1.6, 2.0, 2.4, 3.0mm) 
VFK0329: Post Adj. Screwdriver 	VFK0335: Retaining Ring Remover 	VFK0132: Back Tension Meter (Tentelometer,Made in U.S.A.) 
MOR265: Morlytone Grease (Black) (for metal parts) 	VFK0851: Center Fixing Tool 	VFK27: Head Cleaning Stick 
VFK0680: S.C.R. Grease (White) (for plastic parts) 	VFK66 ; Fan Type Tension Gauge 	VFK0330: Fine Adj. Screwdriver 

1-7. Mechanical Parts Location



《TOP VIEW》



《BOTTOM VIEW》

SECTION 2
MAINTENANCE PROCEDURE

The MAINTENANCE CHART please refer to the Maintenance Section which are shown in service manual for each model.

2-1. Replacement of the Upper Cylinder Unit

1. Unscrew 2 screws (A).
2. Unsolder arrows marked portions on the top of the Upper Cylinder as shown in Fig.M1.
3. Remove the Upper Cylinder.
4. The Upper Cylinder can be reinstalled by reversing the removal procedure.
   However, when insert the Upper Cylinder be extremely carefully so that marked portion of P.C.board of the Upper Cylinder correctly matches to mark of the Lower Cylinder as shown in Fig.M2.

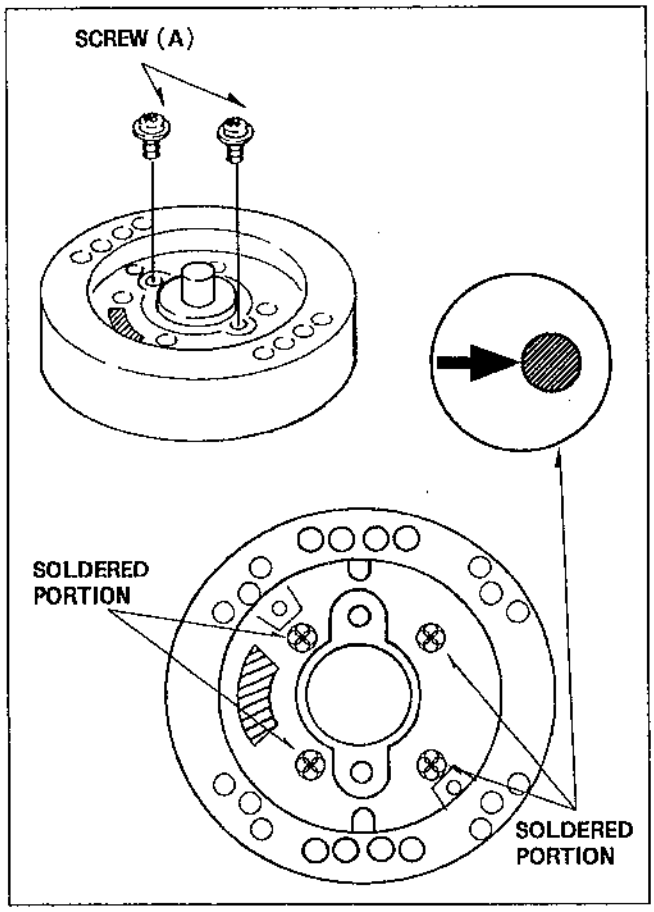


Fig.M1

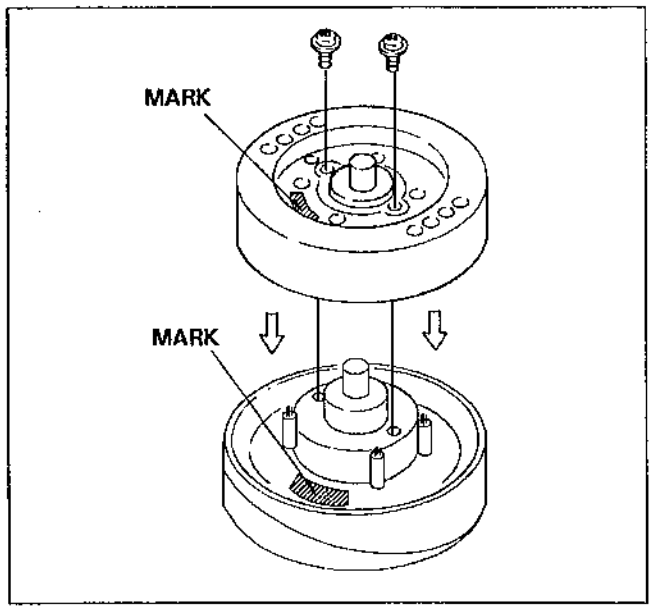


Fig.M2

<NOTE>
After reinstall the Upper Cylinder Unit should be perform Mechanical and Electrical adjustments.
3-2. FINE ADJUSTMENT of P2 and P3 POSTS
3-6. HORIZONTAL POSITION ADJUSTMENT

2-2. Replacement of Cylinder Unit

1. Remove the Earth Plate.
2. Unscrew 2 screws both side of Head Amp Unit and lift up the Head AMP.
3. Unscrew 3 screws (B) from back side of the mechanical chassis then remove the Cylinder Unit.
4. The Cylinder Unit can be reinstalled by reversing the removal procedure.

<Note>
After reinstall the Cylinder Unit should be perform Mechanical and Electrical adjustments.

3-2. FINE ADJUSTMENT of P2 and P3 POSTS
3-6. HORIZONTAL POSITION ADJUSTMENT

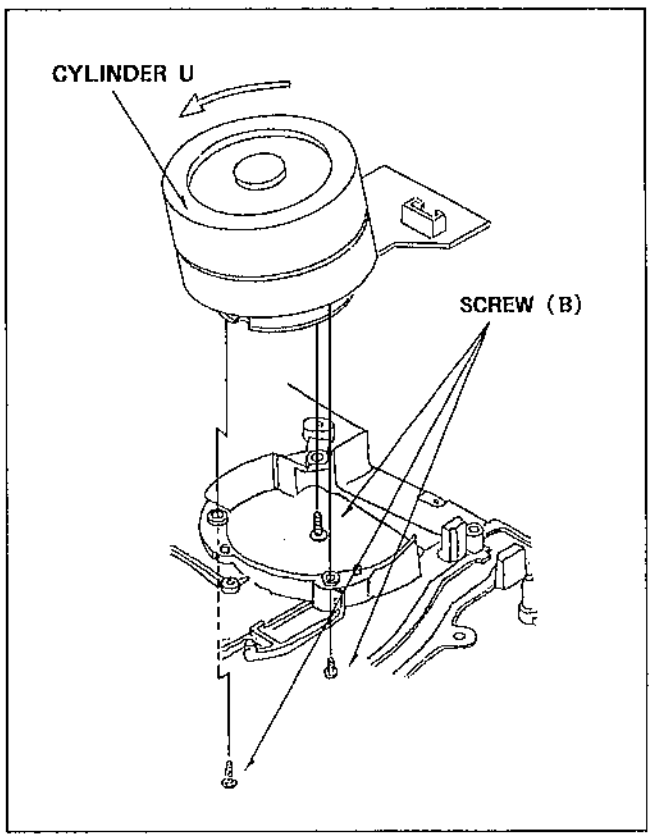


Fig.M3

2-3. Replacement of A/C HEAD Unit

1. Unscrew 3 screws (C)(D)(E) with the 3 springs then remove the A/C Head unit from the A/C Head Base.
2. The A/C Head Unit can be reinstalled by reversing the removal procedure.

<Note>
A space should be equality between the A/C Head U and the A/C Head Base when reinstall the A/C Head unit.

After reinstall the A/C Head Unit should be perform Mechanical and Electrical adjustments.

3-2. FINE ADJUSTMENT of P2 and P3 POSTS
3-3. COARSE ADJUSTMENT of A/C HEAD HEIGHT(1)
3-4. COARSE ADJUSTMENT of A/C HEAD HEIGHT(2)
3-5. FINE ADJUSTMENT of A/C HEAD HEIGHT
3-6. HORIZONTAL POSITION ADJUSTMENT

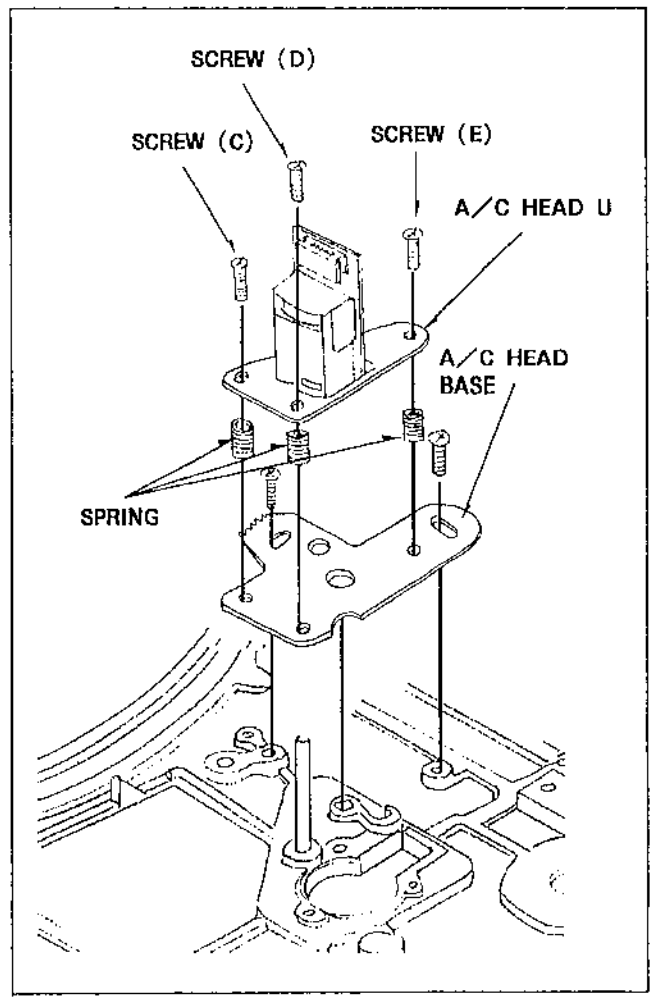


Fig.M4

2-4. Replacement of Full Erase Head Unit

1. Disconnect a connector (A).
2. Unscrew screw (F) then remove the FE Head.
3. FE Head Unit put into hole on the mechanical chassis and can be reinstalled by reversing the removal procedure.

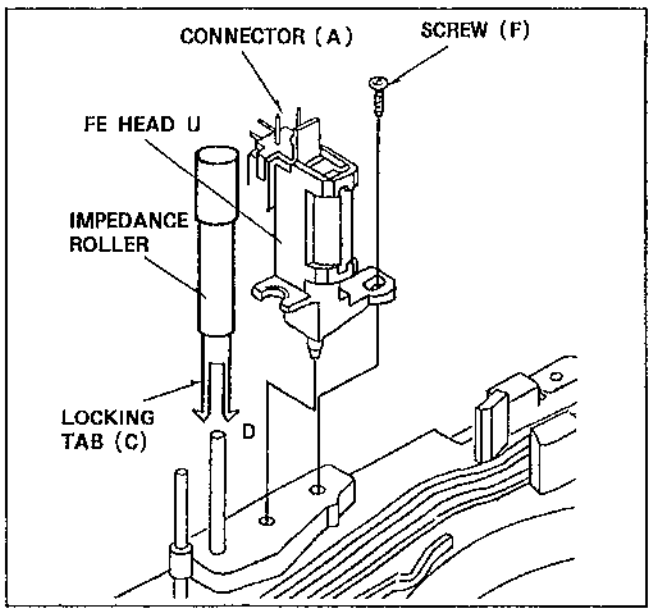


Fig.M5

2-5. Replacement of Capstan Rotor Unit and Stator Unit

1. Remove the Rotor Stopper.
2. Carefully lift up the Capstan Rotor from the Capstan Housing, taking care so as not loose the 2 Oil Seals.
3. Unscrew 3 screws (G) and remove the Capstan Stator Unit as shown in Fig.M6.
4. The Capstan Rotor and Stator can be reinstalled by reversing the removal procedure.

<Note>
After reinstall the Capstan Rotor and Stator Units should be perform Mechanical adjustment.

3-9. ADJUSTMENT of CAPSTAN HOUSING & STATOR
3-10. ADJUSTMENT of THRUST GAP
3-11. ADJUSTMENT of FG GAP

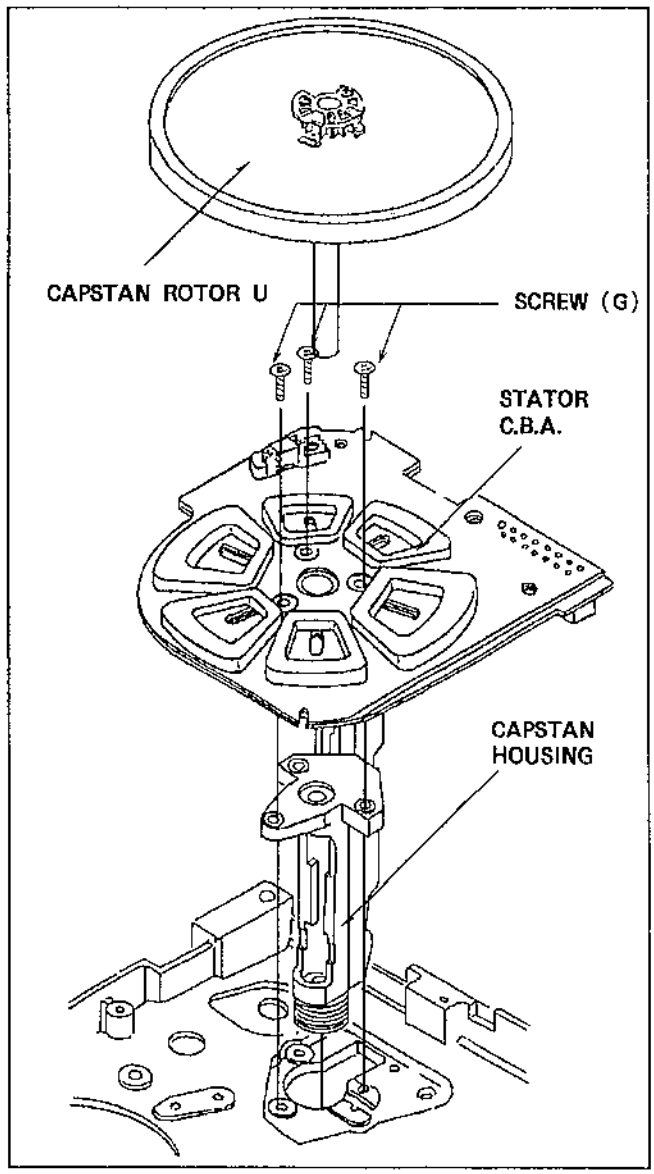


Fig.M6

2-6. Replacement of Impedance Roller Unit

1. Remove the Full Erase Head Unit with removal procedure(2-4).
2. Unlock then locking tab to direction of arrow mark as shown in Fig.M5 and remove the Impedance Roller Unit.
3. The Impedance Roller Unit can be reinstalled by reversing the removal procedure.

2-7. Replacement of Pinch Arm Unit

1. Unlock the locking tab on the Opener Piece and remove it from the shaft.
2. Remove the Pinch Arm Unit from the shaft.
3. The Pinch Arm Unit can be reinstalled by reversing the removal procedure.

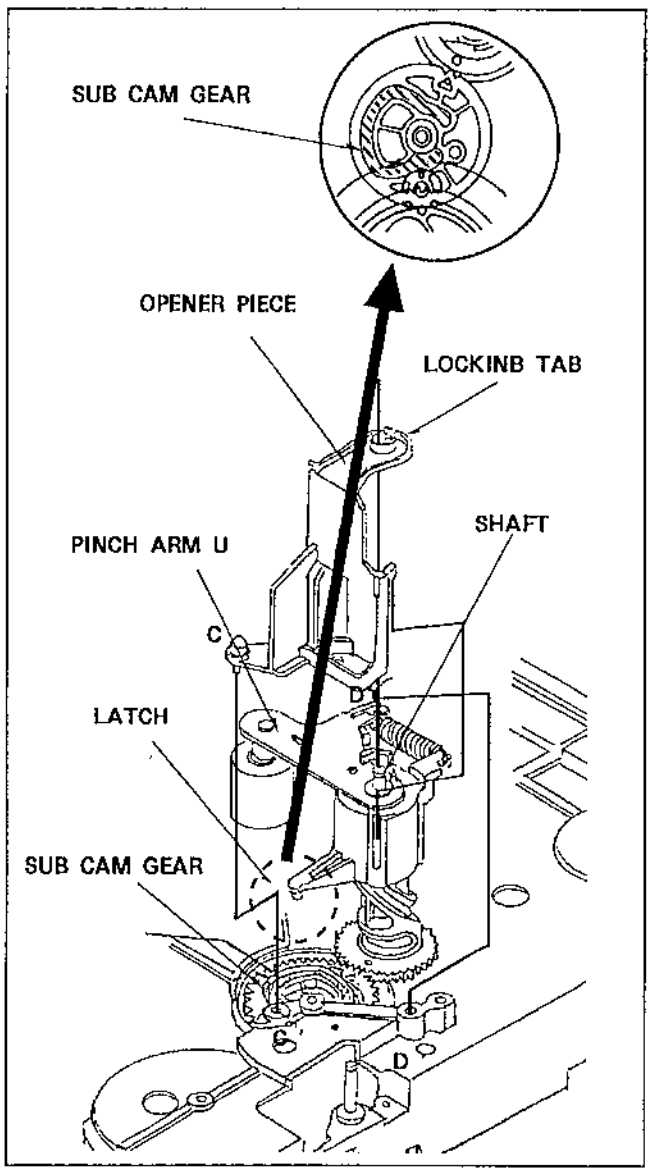


Fig.M7

2-8. Replacement of Take-up and Supply Reel Base Units

A. Supply Reel Base Unit

1. Remove the Tension Band Unit on the Supply Reel Base Unit.
2. Push the Supply main Brake Arm to direction of arrow mark and unlock the locking tab on the Supply Reel Base then pull up the Supply Reel Base Unit as shown in Fig.M8.
3. The Supply Reel Base Unit can be reinstalled by reversing the removal procedure.

B. Take-up Reel Base Unit

1. Push the Take-up Main Brake Arm to direction of arrow mark and unlock the locking tab on the top of Take-up Reel Base then pull out the Supply Reel Base Unit as shown in Fig.M8.

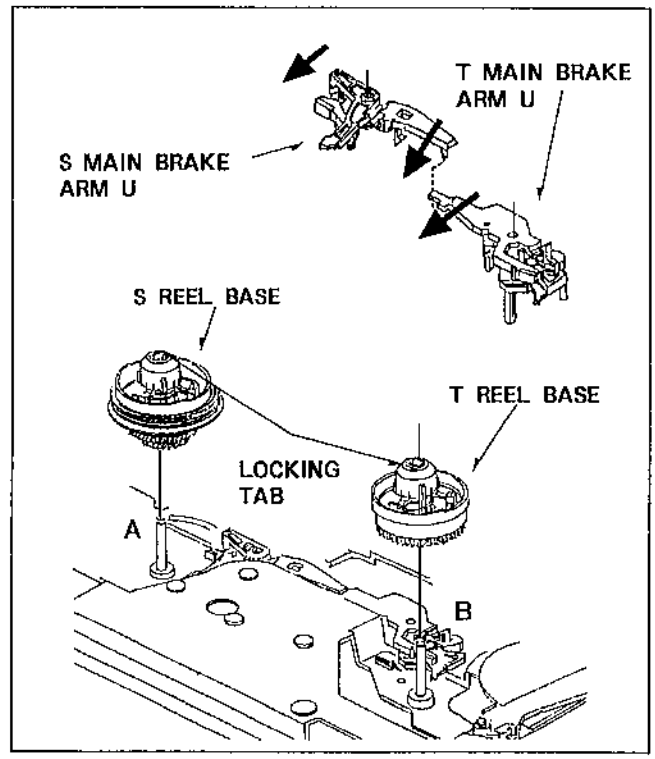


Fig.M8

2-9. Replacement of Take-up and Supply Brake Arm Unit.

1. Unlock the locking tab (A) to direction of arrow mark and lift up the Supply Brake Arm Unit.
2. Unlock the locking tab (B) and lift up the Take-up Brake Arm Unit.
3. Both Brake Arm Units can be reinstalled by reversing the removal procedure.
   However the boss (C) of the Supply Brake Arm Unit insert to hole (E) of mechanical chassis while pushing the Main Lever to direction of arrow mark as shown in Fig.M9. (expanded view)

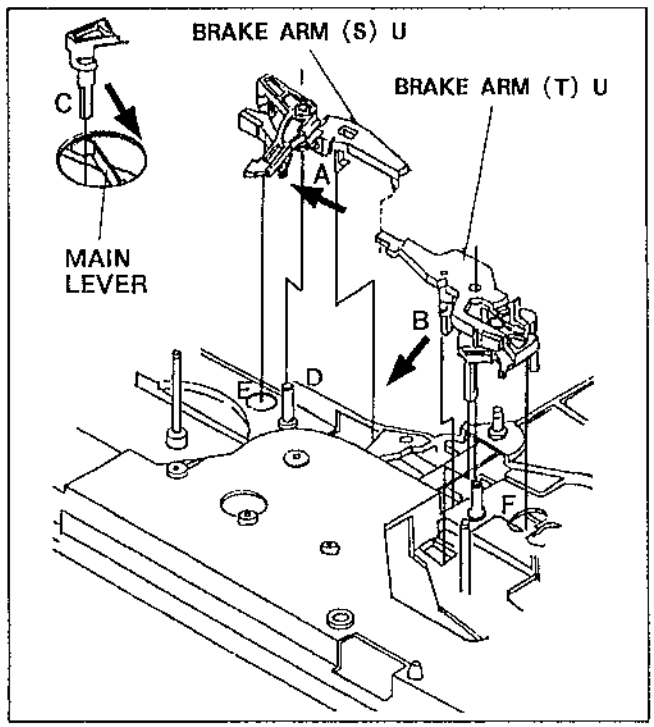


Fig.M9

2-10. Replacement of Tension Band Unit

1. Remove the cut washer (H) and lift up the Tension Arm Unit with the Tension Band and spring from the Tension Spring Arm.
2. Unlock the locking tab (A) to direction of arrow mark and remove the Tension Band from the Arm Unit.
3. Unlock the locking tab (B) and remove the Tension Band from the Tension Arm Unit.
4. The Tension Band Unit can be reinstalled by reversing the removal procedure.

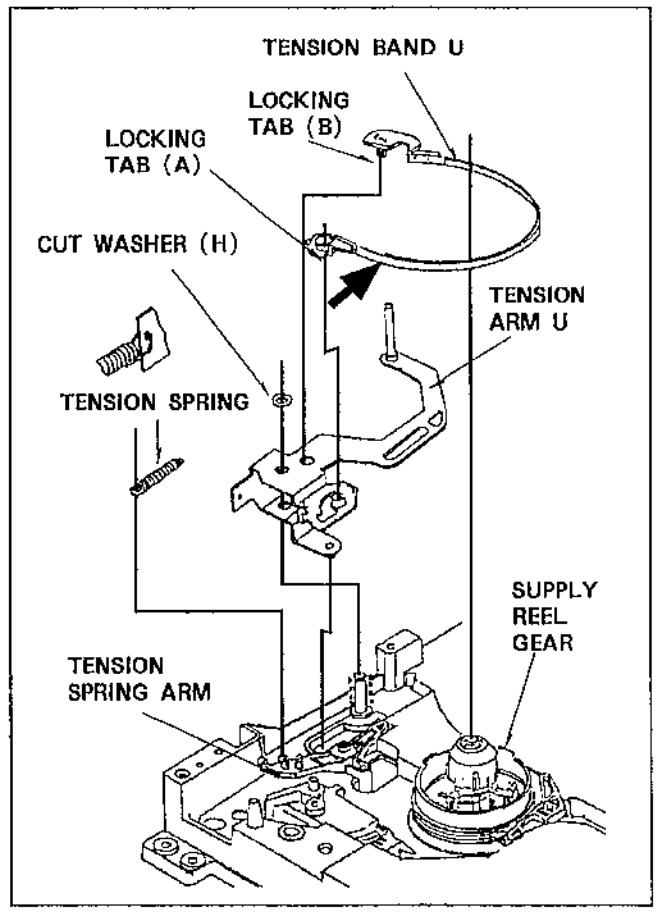


Fig.M10

2-11. Replacement of Loading Motor Unit

1. Unscrew screw (I).
2. Unlock the locking tab (A) from the top of the mechanical chassis.
3. Lift up the Loading Motor Bracket and push it to direction of arrow mark as shown in Fig.M11.
4. When reinstall the Loading Motor Unit, insert the locking hole (B') of Loading Motor Bracket Unit to shaft (B) on the mechanical chassis. Also a hole (C) of the loading Motor Unit must be matched to the shaft (C') as shown in Fig.M11.

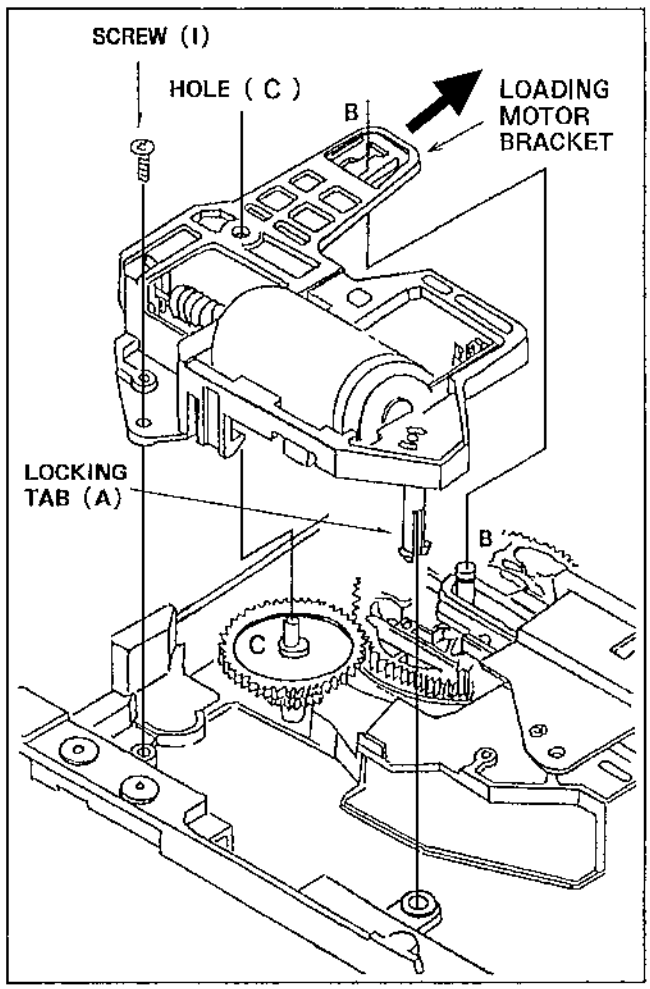


Fig.M11

2-12. Replacement of Cleaner Roller Unit

1. Unlock the locking tab (A) as shown in Fig.M12. and lift it up.
2. The Cleaner Roller Unit can be reinstalled by reversing the removal procedure.

3. Replacement of the Cleaner Rubber Unit.
   Hold the Cleaner Roller Unit and unlock the locking tab (B) then lift it up.

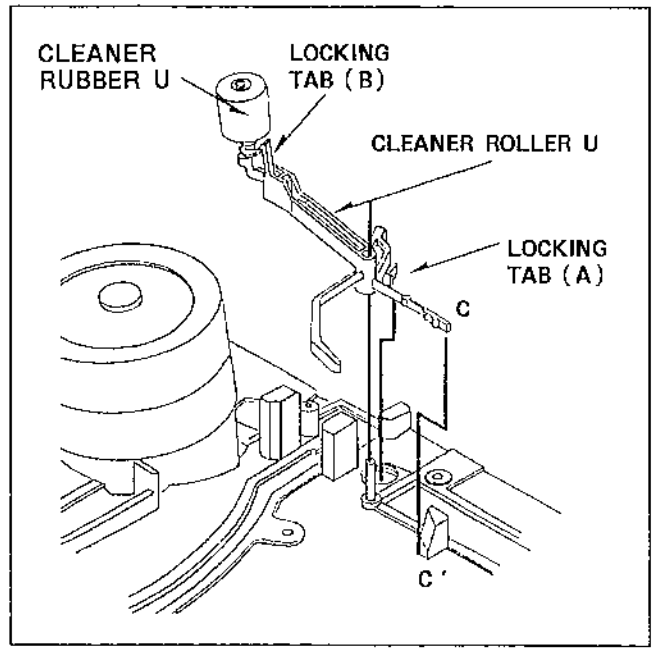


Fig.M12

2-13. Replacement of SS Brake Base Unit and Timing Belt

1. Remove the Timing Belt.
2. Unscrew (J) and (K) then remove SS Brake Base Unit.
3. SS Brake Unit and Timing Belt can be reinstalled by reversing the removal procedure.

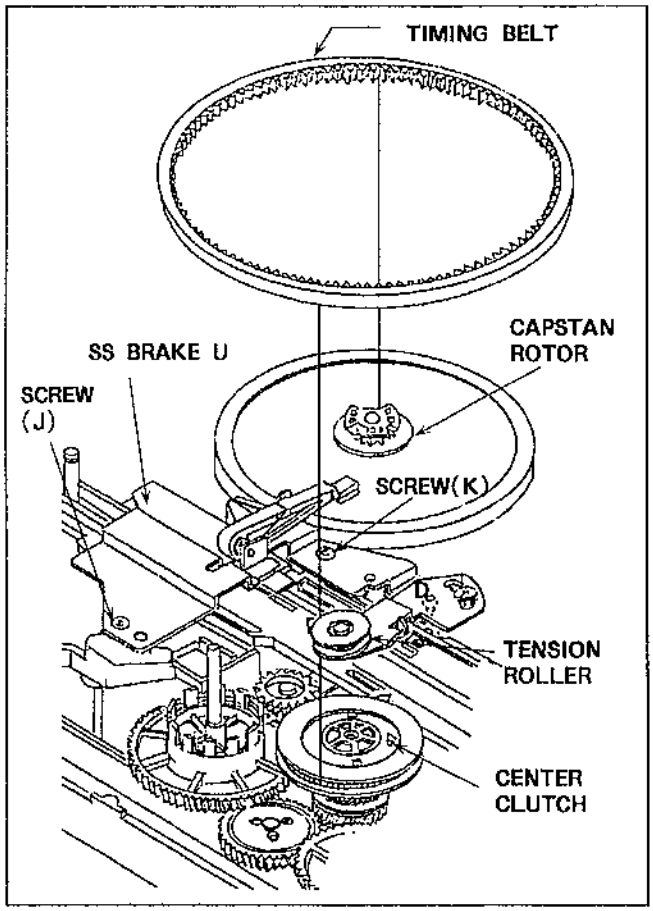


Fig.M13

2-14. Replacement of Supply & Take-up Inclined Base Unit

1. Remove SS Brake Unit, Main Lever Unit and Supply and Take-up Loading Arm Unit refer to SECTION 2. and 3. in this service manual.
2. Remove the Inclined Holder base (A) from back side of mechanism chassis.
3. Remove the Supply and Take-up Inclined Base Units.
4. The both Inclined Base Units can be reinstalled by reversing the removal procedure.

<NOTE>
After reinstall the Inclined Base Unit should be perform Mechanical adjustment.

3-2. FINE ADJUSTMENT of P2 and P3 POSTS
3-5. FINE ADJUSTMENT of A/C HEAD HEIGHT
3-6. HORIZONTAL POSITION ADJUSTMENT of A/C HEAD

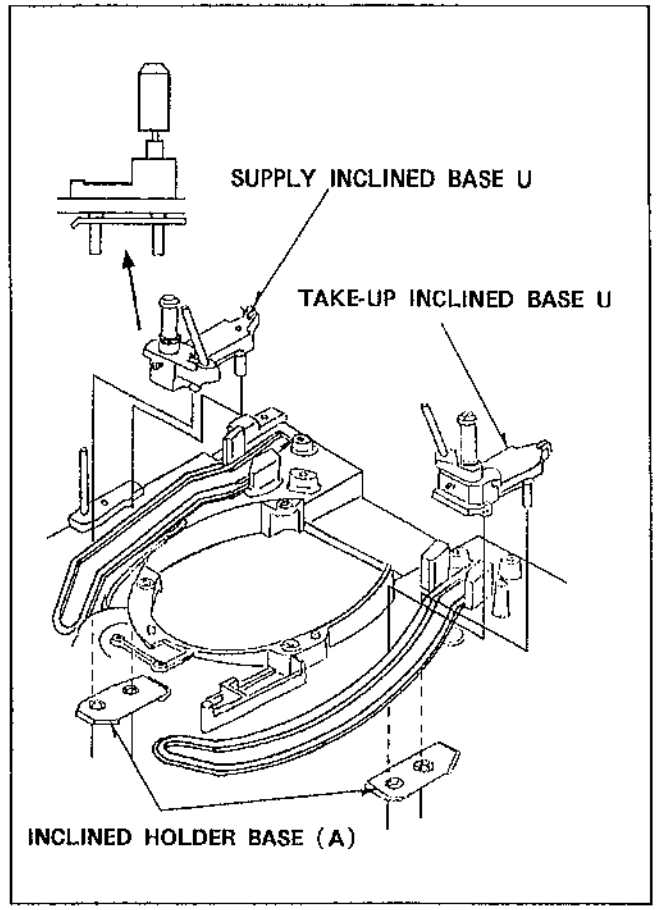


Fig.M14

SECTION 3
MECHANICAL ADJUSTMENT PROCEDURE

3-1. Coarse Adjustment of Tape Guide Post Height

1. Remove the Top Plate and Cassette Holder.
2. Turn the Loading Motor until the unloading completes.
3. Loosen the fixing screw of P2 and P3 Posts.
4. Rotate the P2 and P3 Posts clockwise to the end.
5. Rotate the P2 and P3 Posts twice counter-clockwise as shown in Fig.M15.
6. Install the Cassette Holder and Top Plate.
7. Playback the normal tape and make sure that the edge of not curing at the bottom or top end of the P1,P2,P3 and P4 Posts as shown in Fig.M17.

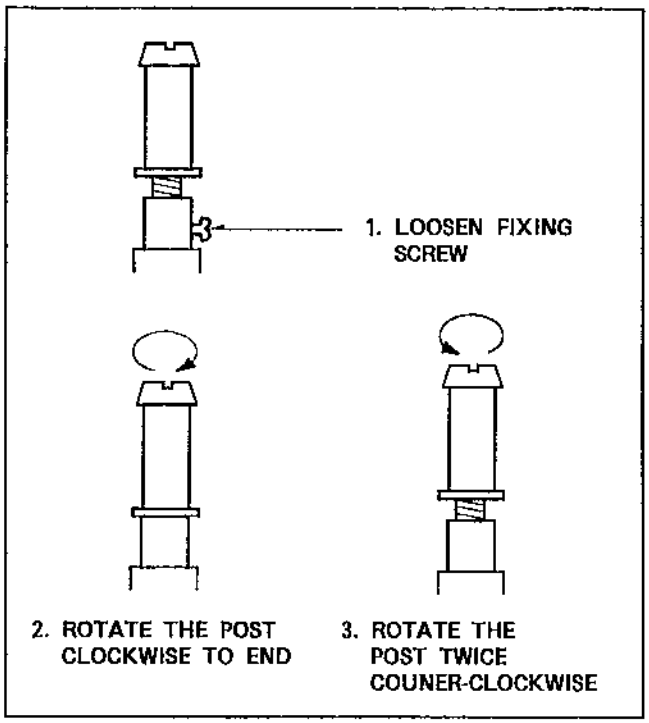


Fig.M15

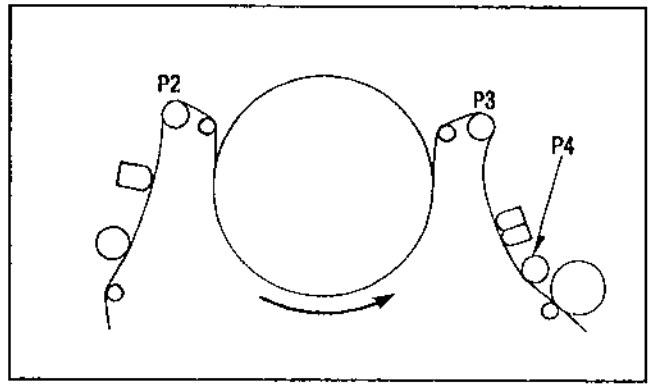


Fig.M16

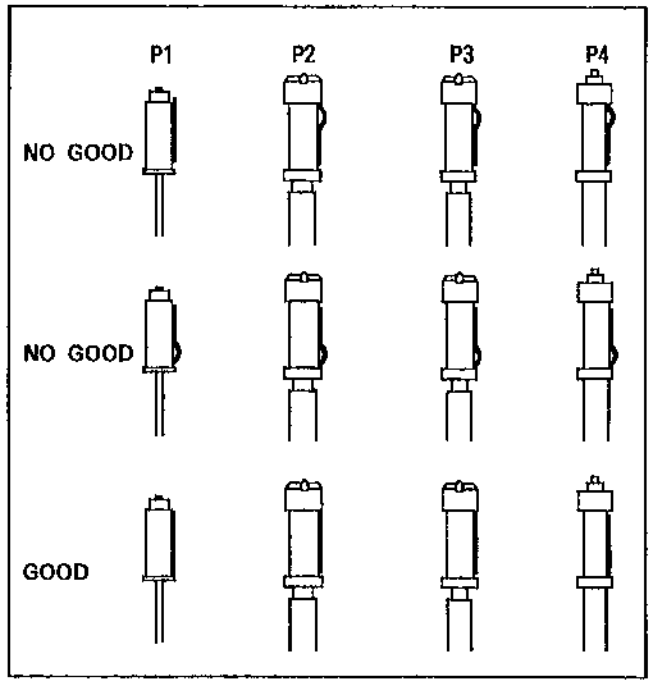


Fig.M17

3-2. Fine Adjustment of P2 and P3 Posts

1. Connect the oscilloscope to the Test Point of the HEAD AMP (Video RF Envelope) and the head switching pulse as a triggering signal.

<NOTE>
TEST POINT please refer to the MECHANICAL ADJUSTMENT INFORMATION which are shown in service manual for each model.

2. Playback the 2nd portion of the alignment tape.
3. Press the tracking control button on the Front panel and adjust for maximum Video RF envelope.
4. If the RF envelope appears like example "A" or "B" in Fig.M18 then adjustment of the tape guide post (P3:Exit) is necessary.
5. Adjust the P3 post with the post adjustment screwdriver so that the RF envelope waveform at the exit portion becomes flat as shown in Fig.M18.
6. If the RF envelope appears like example "C" or "D" in Fig.M18 then adjustment of the tape guide post (P2:Entrance) is necessary.
7. Adjust the P2 post with the post adjustment screwdriver so that the RF envelope waveform at the entrance portion becomes flat as shown in Fig.M18.

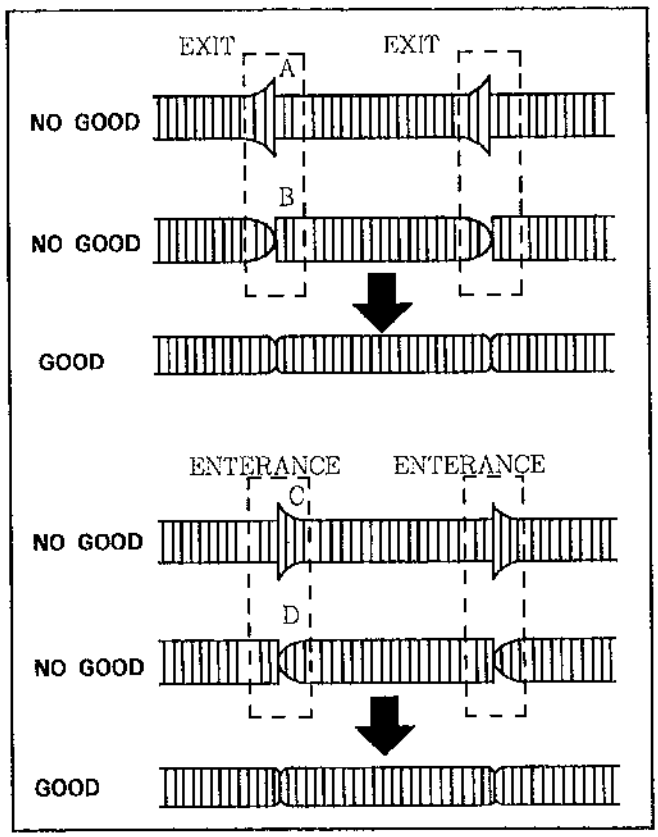


Fig.M18

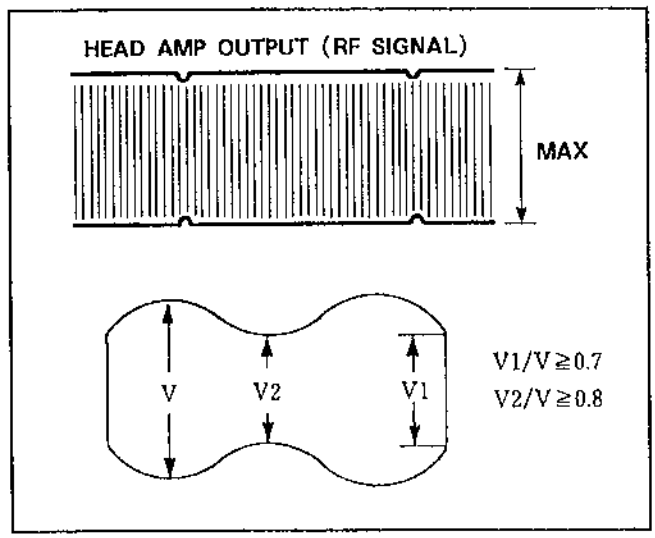


Fig.M19

3-3. Coarse Adjustment of A/C Head Height (1)

<NOTE>
This procedure should be performed only when the A/C Head is replaced.

1. Playback the normal tape.
2. Turn the 3 screws (A)(B)(C) mutually so that lower edge of tape running at lower edge of A/C Head and confirm a space as much as possible to flat between the A/C Head Unit and the A/C Head Base.

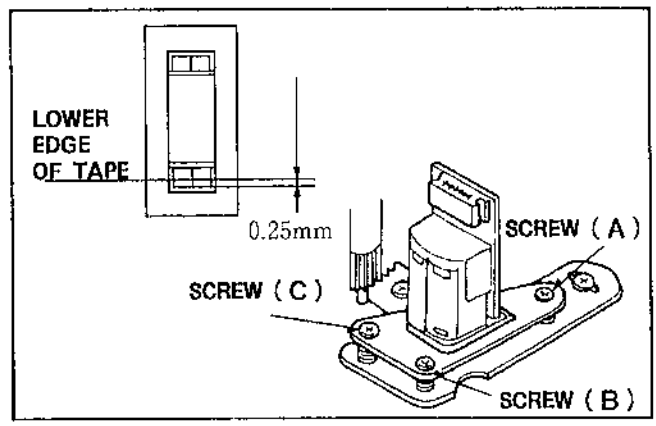


Fig.M20

3-4. Coarse Adjustment of A/C Head Height (2)

1. Playback the normal tape.
2. Rotate the screw (A) as shown in Fig.M20 until the wrinkle appears on the lower edge of tape at P4 Post.
3. Rotate the screw (B) until the wrinkle just disappear on the lower edge of tape at P4 Post.

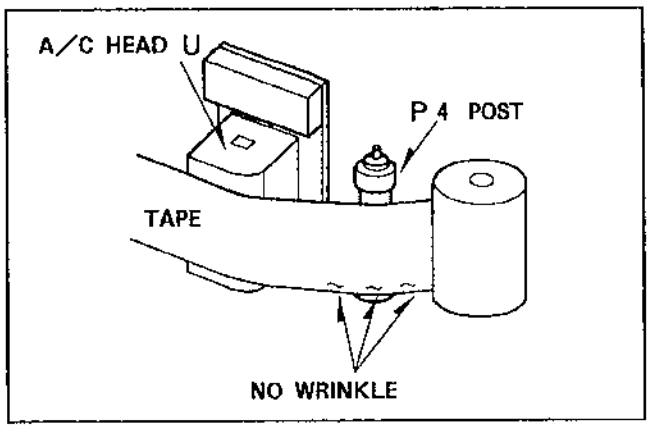


Fig.M21

3-5. Fine Adjustment of A/C Head Height

1. Connect the oscilloscope to the Audio output.
2. Playback the 2nd portion of the alignment tape.
3. Rotate the screw (C) so that audio signal becomes maximum.

<When moving the A/C Head up>

1. Rotate the screw (A) counter-clockwise until the wrinkle appears on the lower edge of tape at P4 Post.
2. Rotate the screw (B) counter-clockwise until just disappears on the lower edge of tape at P4 Post.
3. Rotate the screw (C) counter-clockwise until the audio signal is maximized.

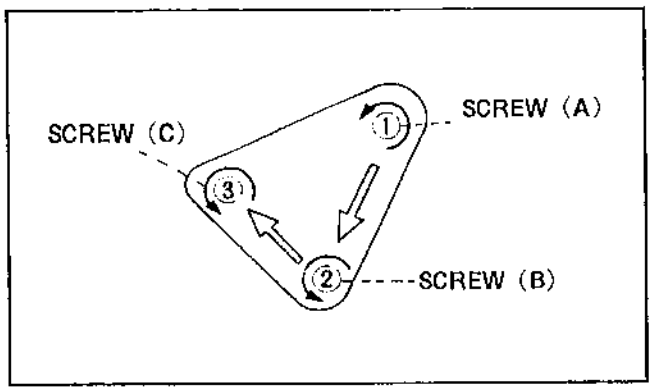


Fig.M22

<When moving the A/C Head down>

1. Rotate the screw (B) clockwise until the wrinkle appears on the lower edge of tape at P4 Post.
2. Rotate the screw (A) clockwise until the wrinkle just disappear on the lower edge of tape at P4 Post.
3. Rotate the screw (C) clockwise until the audio signal is maximized.

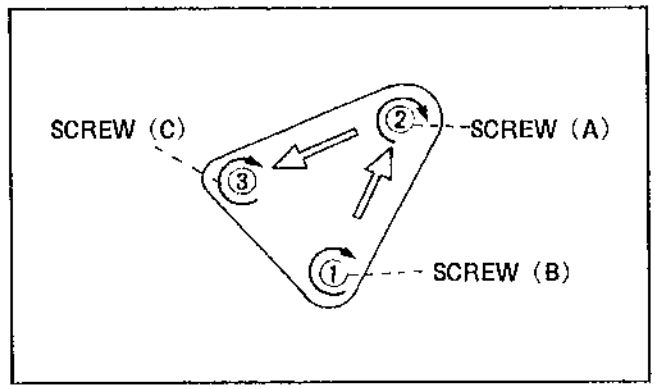


Fig.M23

3-6. Horizontal Position Adjustment of A/C Head.

<NOTE>
TEST POINT and JUMPER WIRE position, please refer to the MECHANICAL ADJUSTMENT INFORMATION which are shown in service manual for each model.

1. Set the tracking control into the center fix position by connect a jumper wire on the MAIN C.B.A.
2. Connect the oscilloscope to the Audio output, Video RF envelope on the Head Amp test point and head switching pulse on the Head Amp test point as for triggering.
3. Playback the 4th portion of the alignment tape.
4. Loosen the 2 screws (D)(E).
5. Adjust the A/C Head Base (F) so that the phase of audio drop-out and RF video drop-out becomes the same as possible. Fig.M24.
6. Playback the 2nd portion of the alignment tape.
7. Adjust the A/C Head Base (F) until the video RF signal is maximized.
8. Carefully tighten screw (D) with hold the A/C Head Base position with the Fine Adjustment Gear Driver then tighten screw (E).

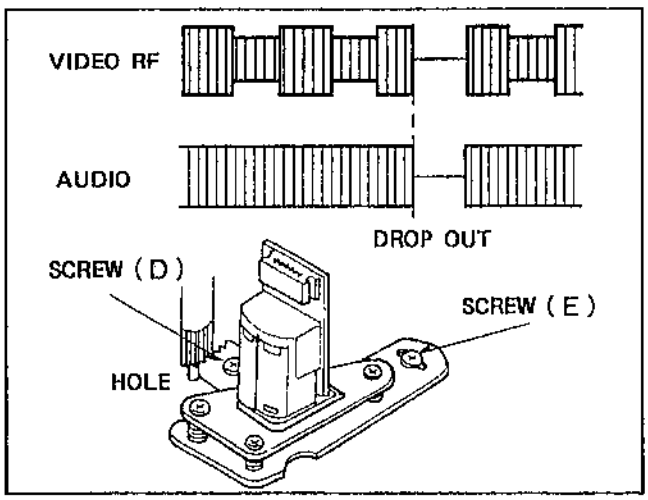


Fig.M24

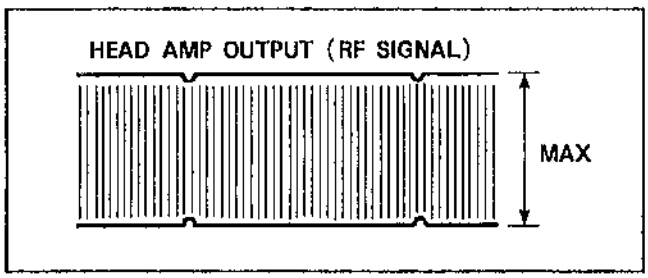


Fig.M25

3-7. Adjustment of Tension Post Position

1. Remove the Top Plate and Cassette Holder.
2. Turn the Loading Motor until the loading completes.
3. Adjust the hole of the Tension Band Unit by Hex wrench so that the left edge of the Impedance Roller and Tension Arm Unit as shown in Fig.M26.

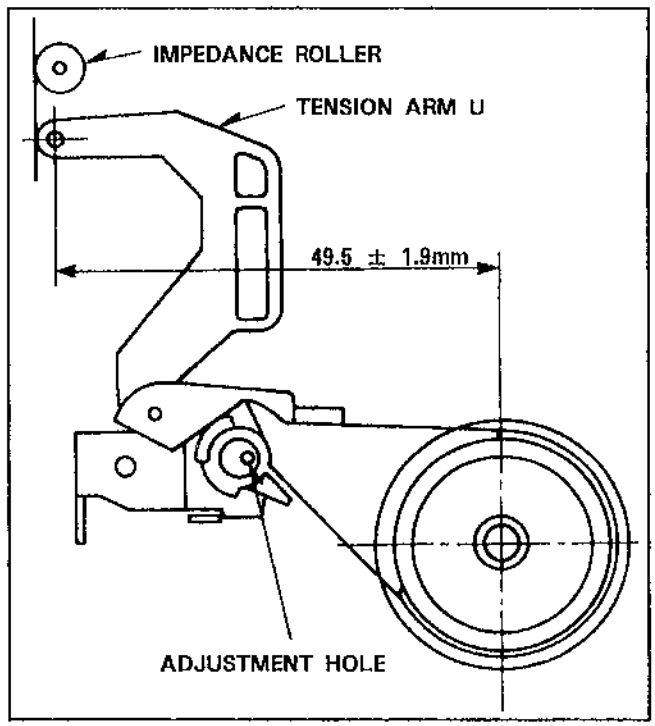


Fig.M26

3-8. Adjustment of Back Tension

1. Playback the cassette tape from the begging of tape and wait until tape movement has stabilized.
2. Insert the back tension meter into the path of the tape and confirm the back tension to be within specification as shown in Fig.M27.
3. If back tension is not in the specification, change the spring notch as shown in Fig.M28.

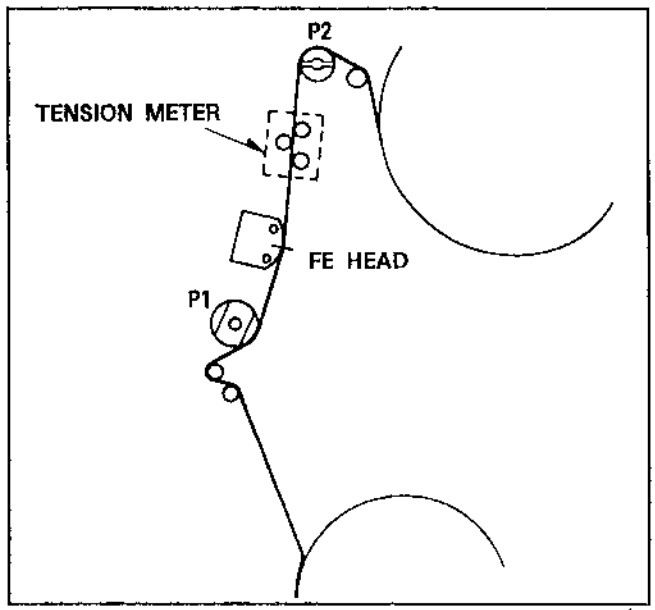


Fig.M27

<NOTE>
Specification of Back Tension, please refer to the MECHANICAL ADJUSTMENT INFORMATION which are shown in service manual for each model.

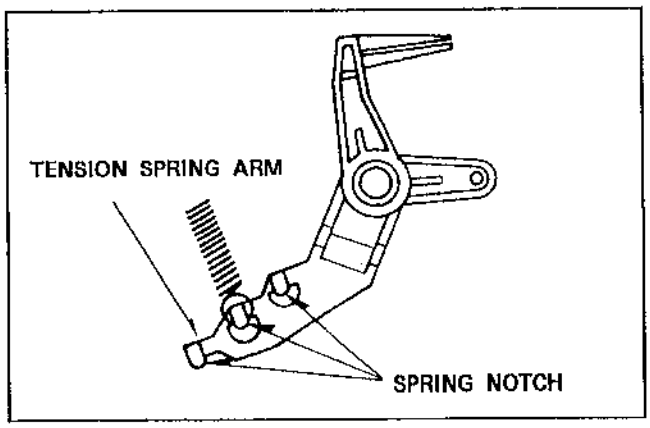


Fig.M28

3-9. Adjustment of Capstan Housing & Stator.

1. Install the Capstan Housing into the mechanical chassis and place the Capstan Stator into position.
2. Loosely tighten 3 screws (G).
3. Insert the Center Fixing Tool (VFK0851) as shown in Fig.M29.
4. Tighten 3 screws (G).
5. Remove the Center Fixing Tool.

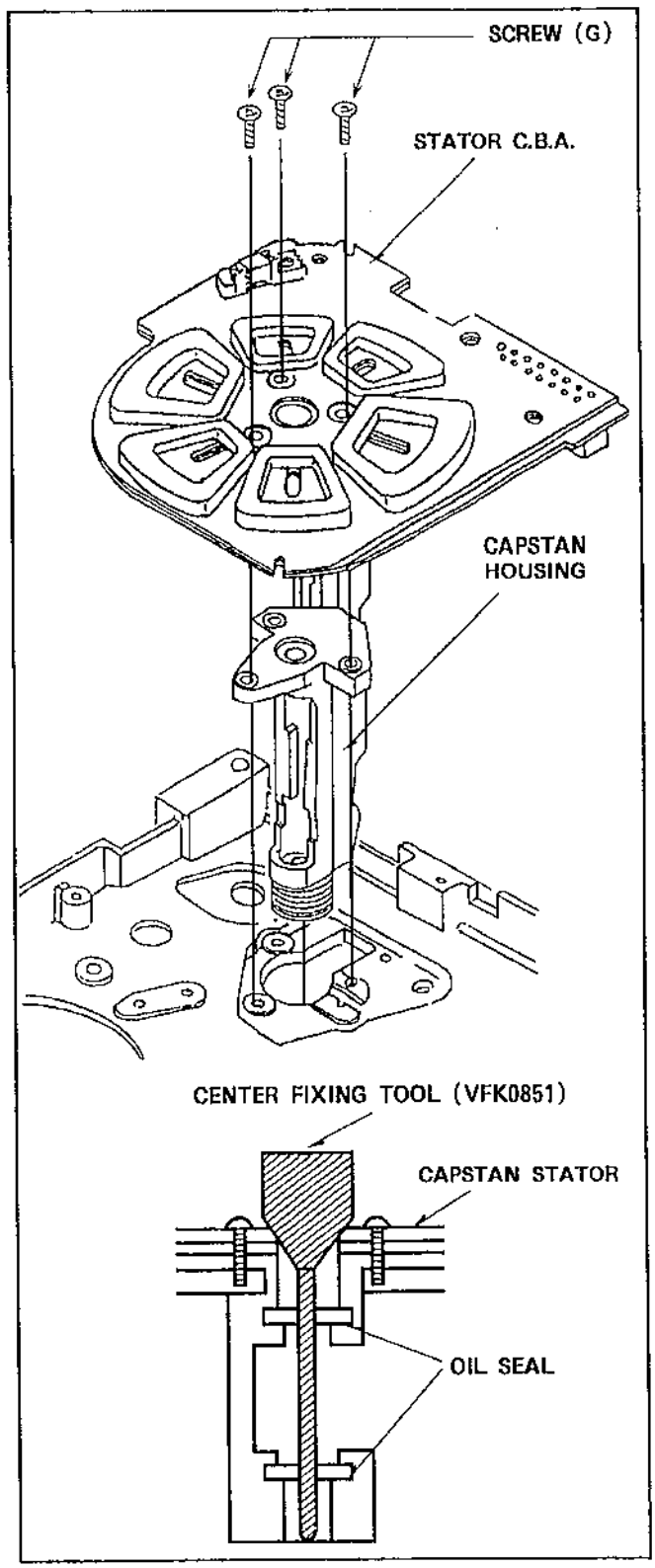


Fig.M29

3-10. Adjustment of Thrust Gap

1. Turn the Thrust Adjustment Screw clockwise to until the Capstan Rotor just separate from the Capstan Stator while rotating the Capstan Rotor by hand.
2. Turn the Thrust Adjustment Screw clockwise to 180 degrees from point at step 1.
3. Set the 2 Oil Seal to edge of the Capstan Housing as show in Fig.M30.

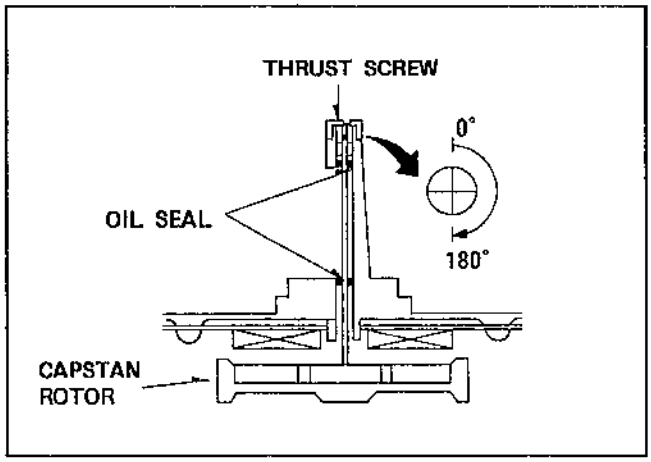


Fig.M30

3-11. Adjustment of FG GAP

1. Loosen screw (H) and set the Fine Adjustment Screw Driver in the hole on the Capstan Stator Unit.
2. Adjust the gap between FG Head and the Capstan Rotor.
3. After adjustment, tighten a screw (H).

<NOTE>
Specification of FG GAP, please refer to the MECHANICAL ADJUSTMENT INFORMATION which are shown in service manual for each model.

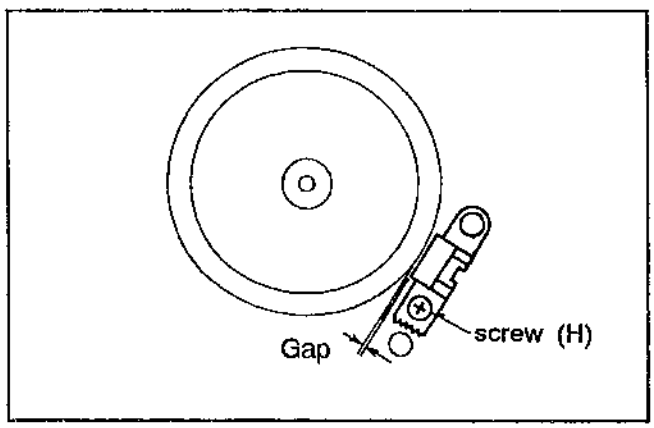


Fig.M31

3-12. Pressing Force Confirmation of the Pressure Roller

1. Playback the end portion of the 120 minutes tape.
2. Set the Fan type tension gauge to point (A) and push to direction indicated by the arrow (B) as shown in Fig.M32.
3. Confirm that reading of tension gauge is in specification at momentary stop the tape running.

<Note>
Specification of PRESSING FORCE, please refer to the MECHANICAL ADJUSTMENT INFORMATION which are shown in service manual for each model.

If the pressing force is not in specification, change the pressure spring.

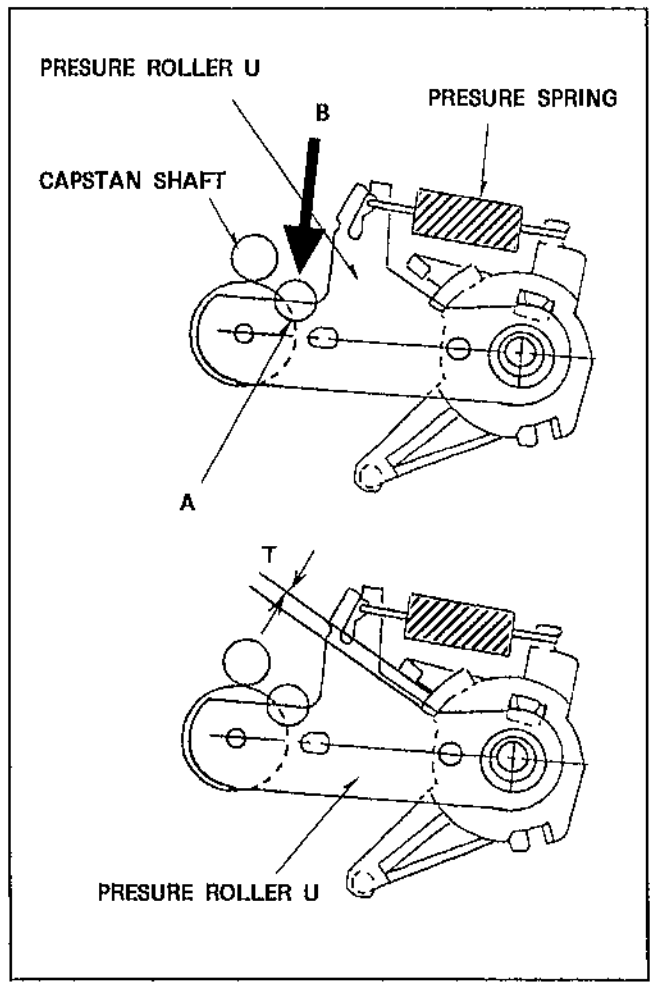


Fig.M32

SECTION 4
ASSEMBLY & PHASE ADJUSTMENT PROCEDURE

4-1. Assembly Procedures of Mechanism

The gear phase alignment is performed in the cassette down position and is crucial for the K-Mechanism to operate correctly.

1. Top view of gear phase alignment marks.
   There are alignment marks on the pinch cam gear and sub cam gear. there is one alignment mark on the carriage gear.

2. Bottom view of gear phase alignment marks.
   There are alignment marks on take-up loading gear and supply loading gear. There is an additional mark on the take-up loading gear that aligns with the mark on the main lever. There are alignment marks on the main cam gear and the sub cam gear. The mode switch gear mark aligns with a notch in the mode switch frame.

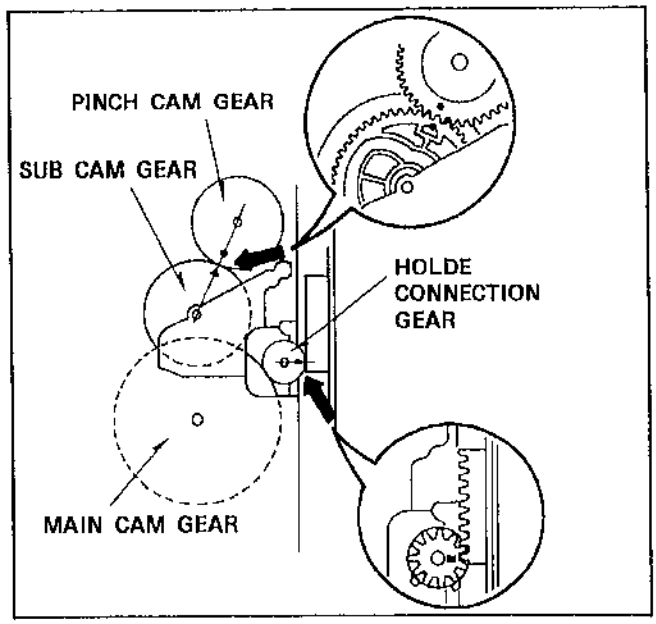


Fig.M33

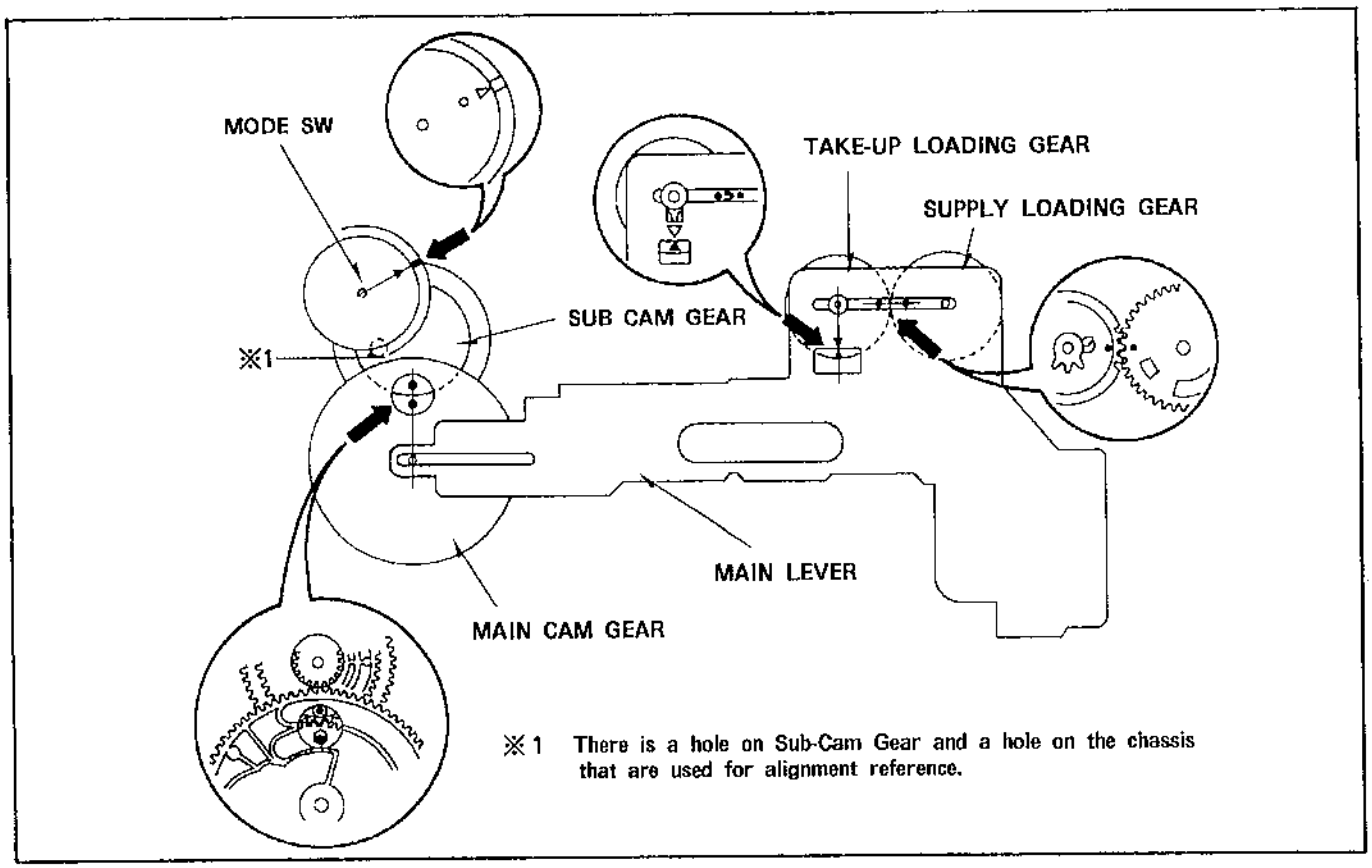


Fig.M34

4-2. Assembly of parts on the Top Chassis

1. Install the Pinch Cam Gear onto shaft (A) and the P5 Arm Unit onto shaft (B).
2. Install the P5 Stopper Base with the cut washer (D) and screw (C).
3. Install the P5 Stopper on the P5 Stopper Base with latch (E).

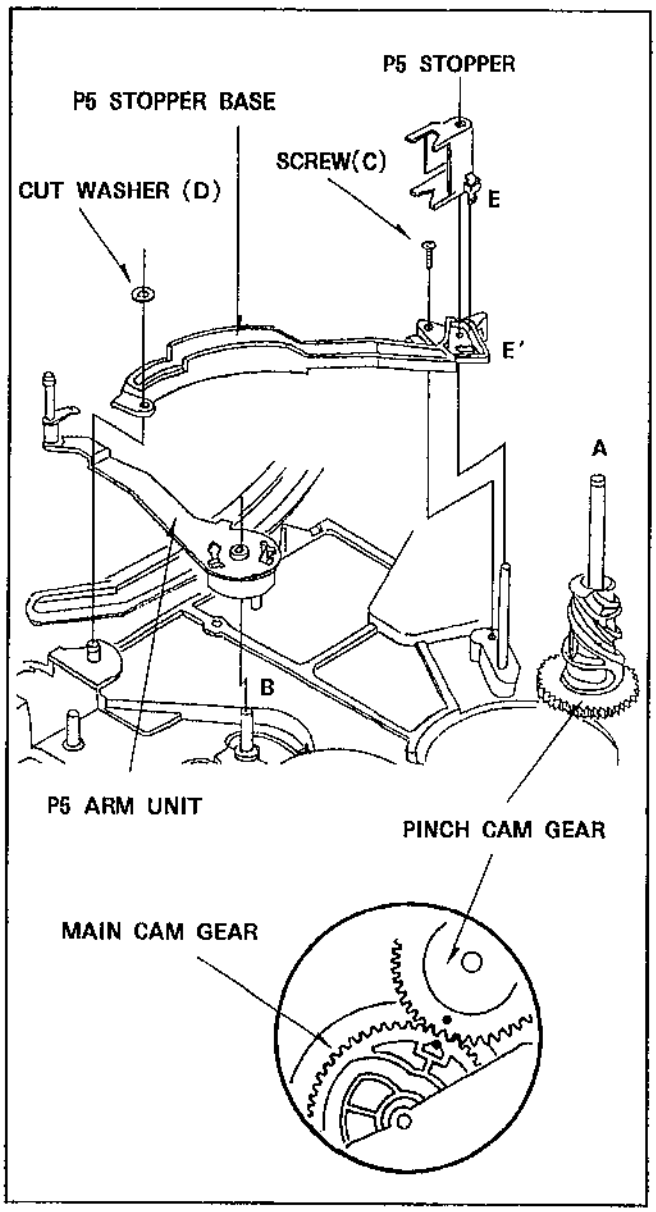


Fig.M35

4-3. Assembly of parts on the Bottom Chassis

1. Install the Idler Arm Unit onto shaft (F).
2. Install the Take-up and Supply Reel Gears onto shaft (G) and (H).
3. Install the Idler Regulator Level onto shaft (I) then install the Direct Lever.
4. Install the Center Clutch onto shaft (F) with the cut washer.

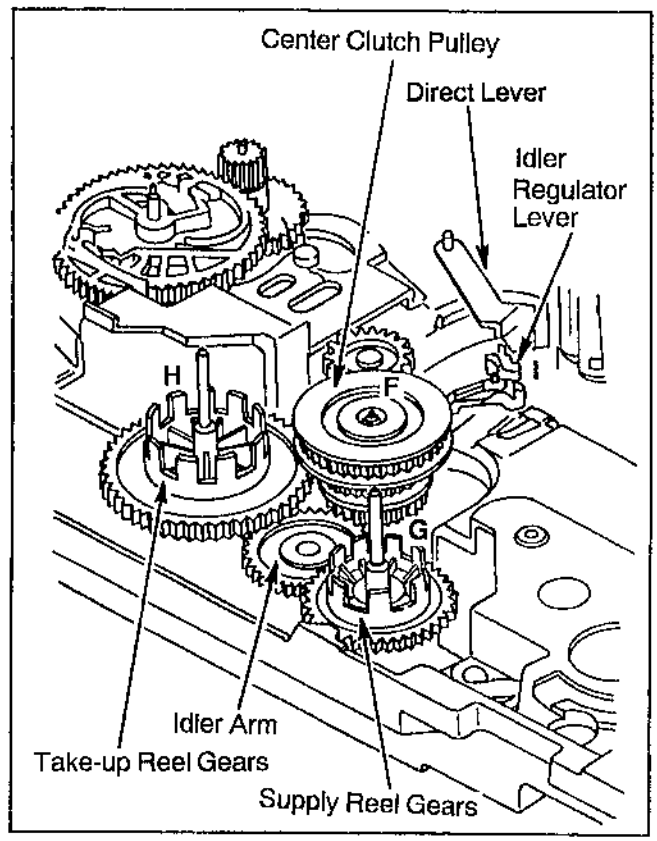


Fig.M36

4-4. Assembly of Main Cam Gear and Sub Cam Gear

1. Install the Sub Cam Gear on to shaft (J) so that the chassis hole aligns with hole in the Sub Cam Gear.
2. Rotate the Holder Connection Gear to position of arrow mark as shown in Fig.M37.
3. Install the Main Cam Gear onto shaft (K) so that the hole of the Main Cam Gear aligns with the hole in the Sub Cam Gear. Also insert the boss of the Take-up Tension Regulator Arm into the slot on the Main Cam Gear.

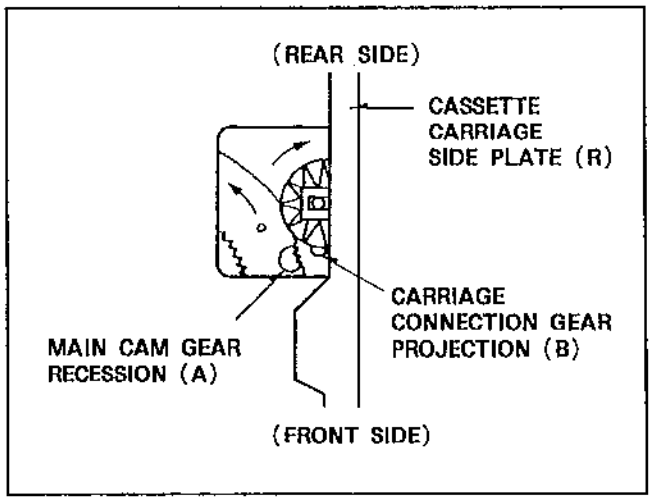


Fig.M37

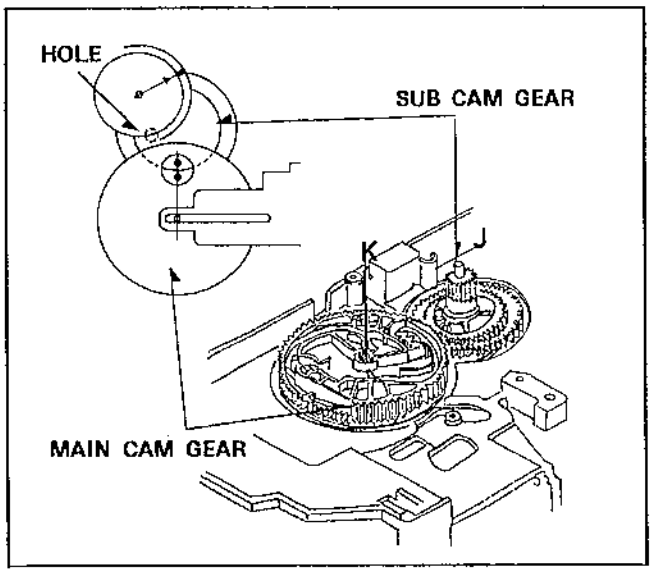


Fig.M38

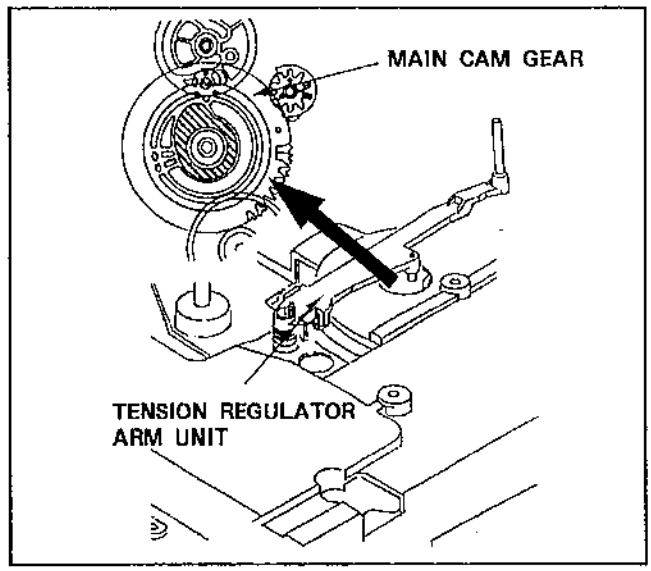


Fig.M39

4-5. Assembly of Mode Switch

1. Align a triangle mark on the Mode Switch Gear with the notch on the Mode Switch frame.
2. Confirm the Main and Sub Cam Gears aligned properly then install the Mode Switch with screw (L).

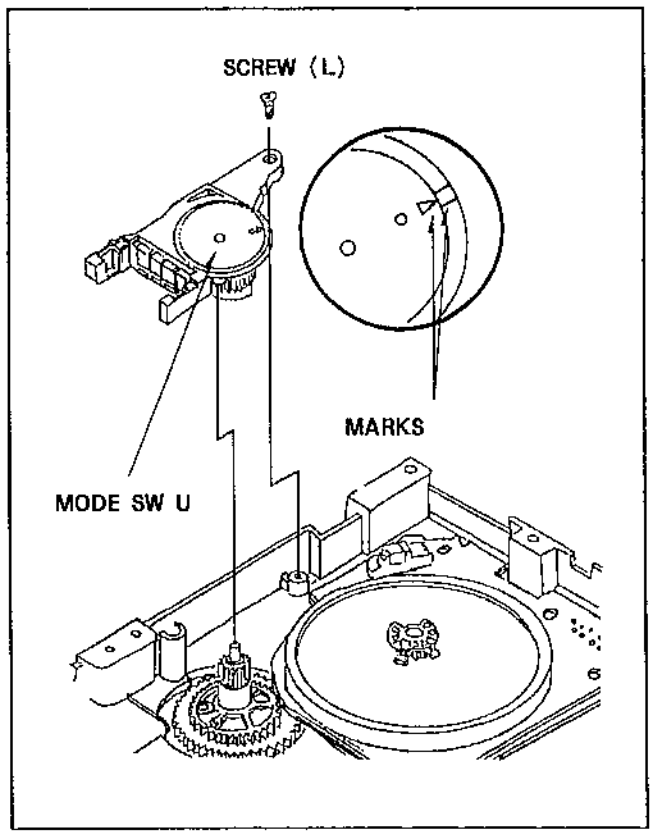


Fig.M40

4-6. Assembly of Take-up and Supply Loading Gears.

1. Install the Supply Loading Gear onto the shaft (S).
2. Install the Take-up Loading Gear onto the shaft (T) so that hole on the Take-up Loading Gear align with the hole on the Supply Loading Gear.
3. Install the Supply Loading Arm onto shaft of the Supply Inclined Base with washer.
4. Insert the Take-up Loading Arm onto shaft of the Take-up Inclined Base with washer.

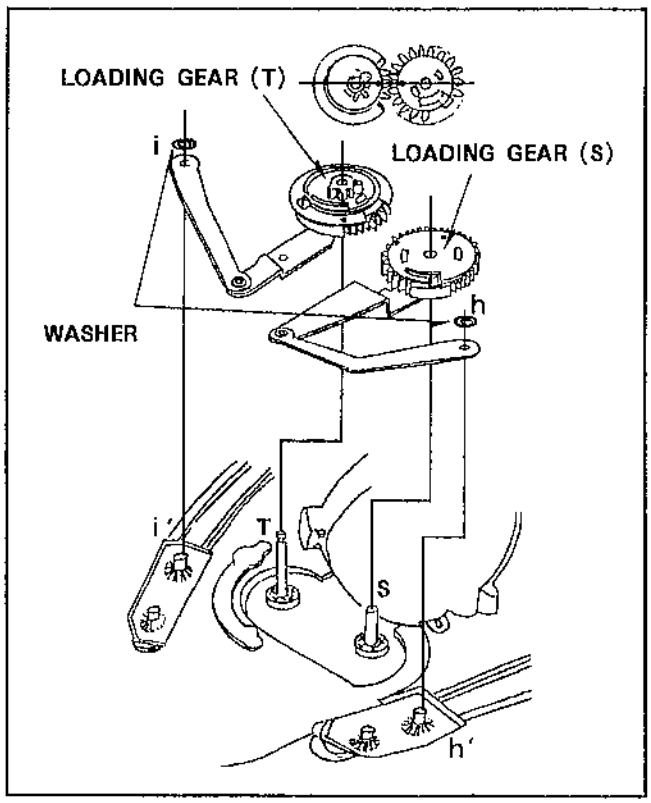


Fig.M41

4-7. Assembly of Main Lever

1. Install the Main Lever Arm checking that the boss of arms and shafts are in correct position and mark on the Main Lever Arm is aligned with mark on the Take-up Loading Gear.
2. Insert the 2 cut washer as shown in Fig.M42.

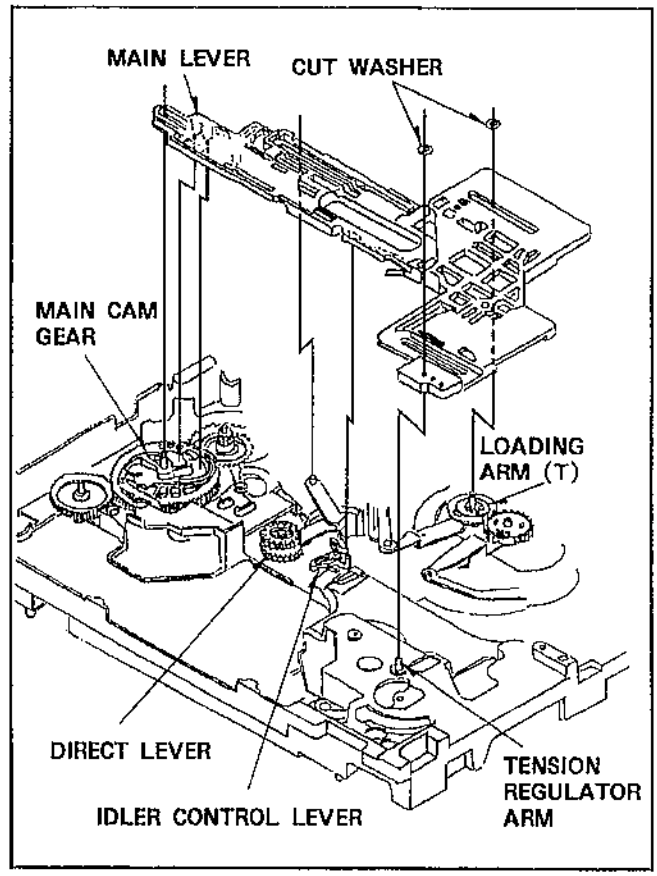


Fig.M42

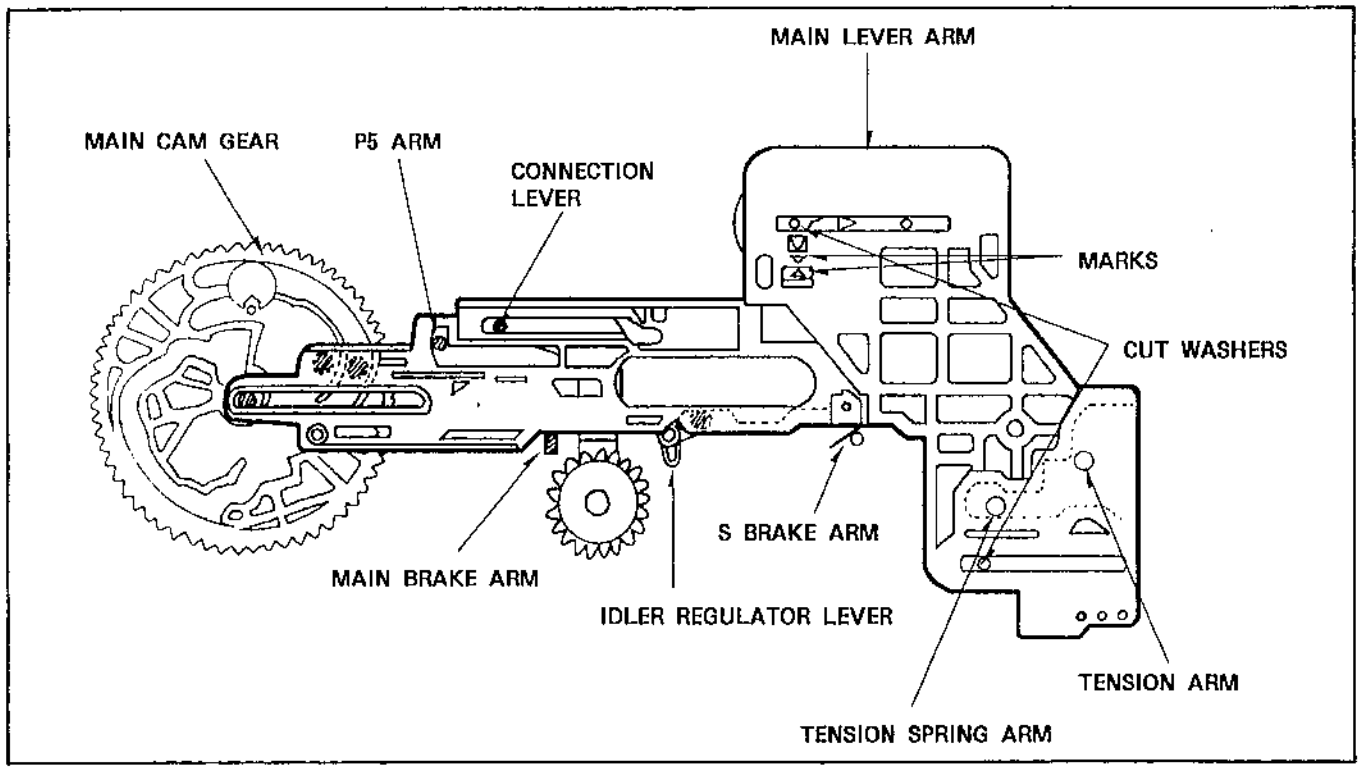


Fig.M43

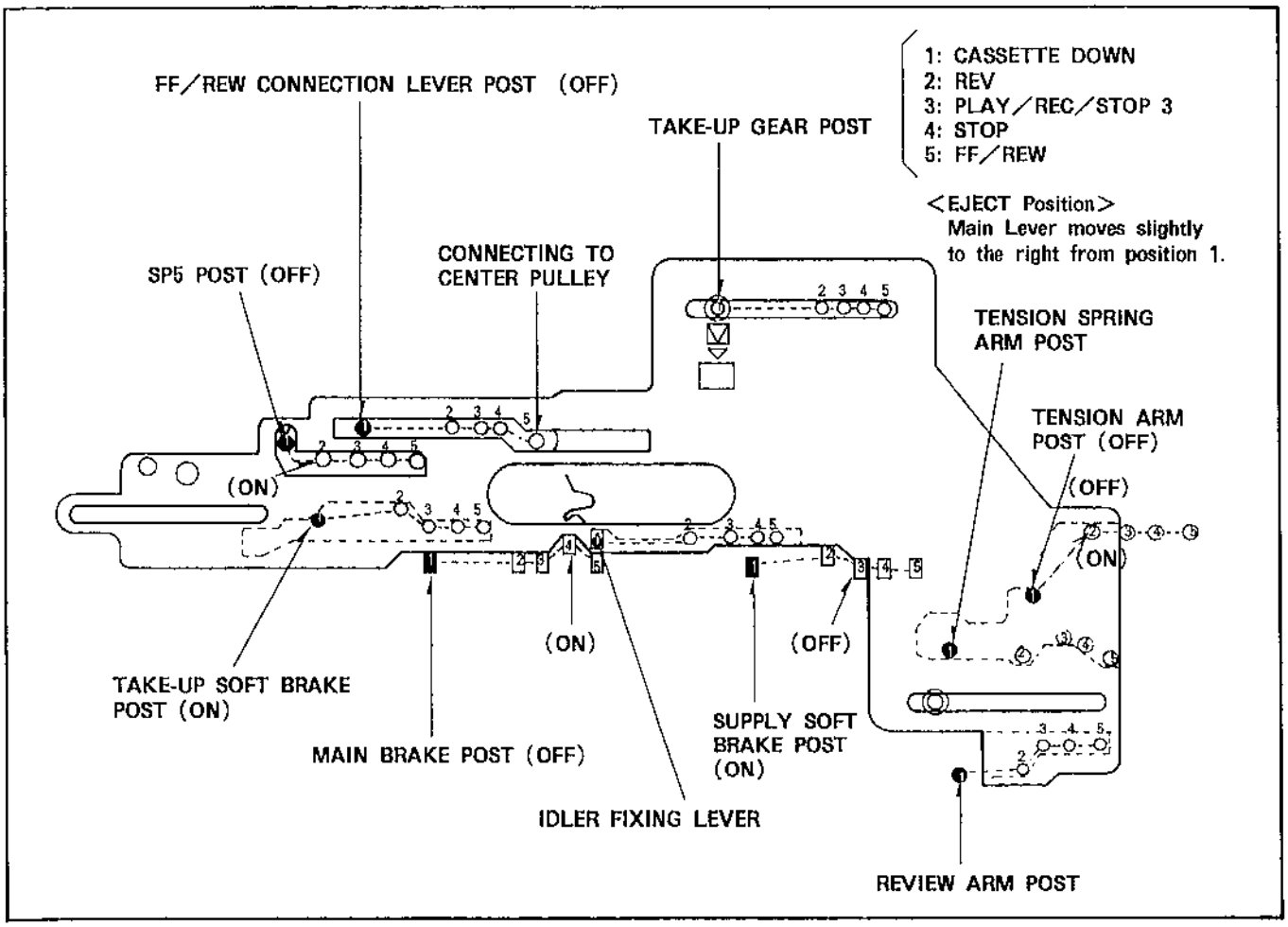


Fig.M44

4-8. Reinstall of the Cassette Compartment

1. Push the locking tabs to direction as shown in Fig.M45 and remove the Top Plate.

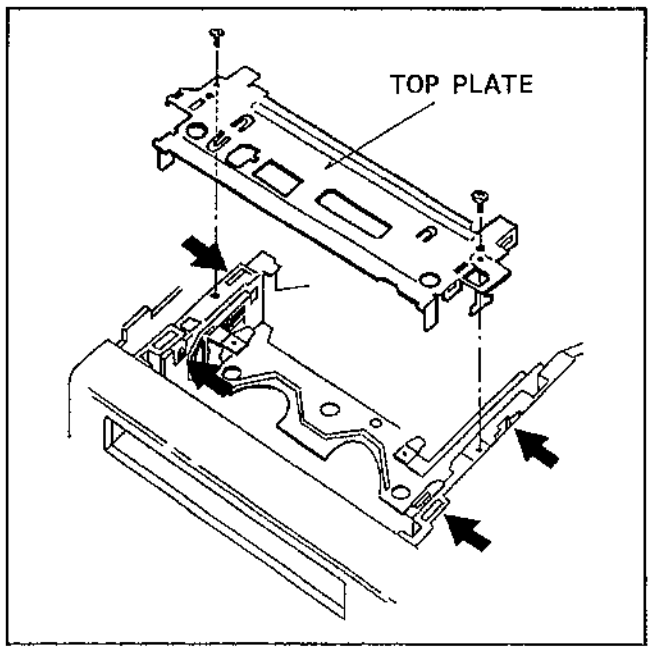


Fig.M45

2. Lift up the Cassette Holder Unit as shown in Fig.M46.

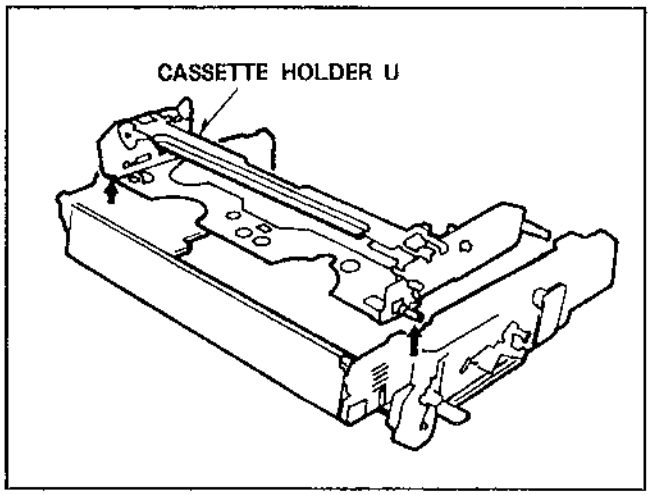


Fig.M46

3. Press the Wiper Arm to direction indicated by arrow mark so that the Wiper Arm comes to cassette down position completely as shown in Fig.M48. Confirm a triangle mark on the Wiper Arm aligns with the mark on the Rack (B) Unit.

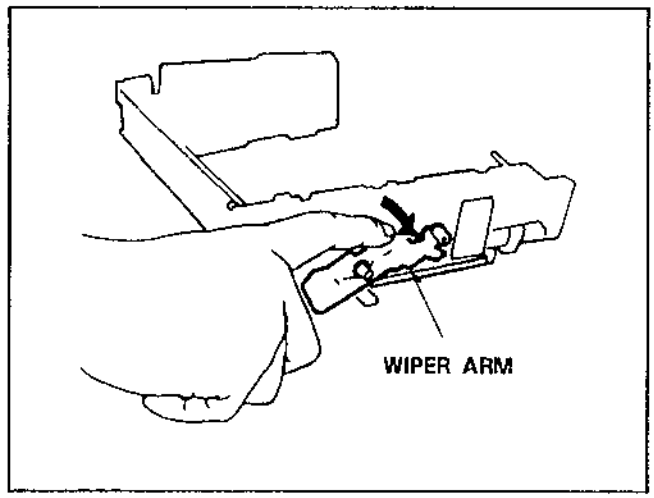


Fig.M47

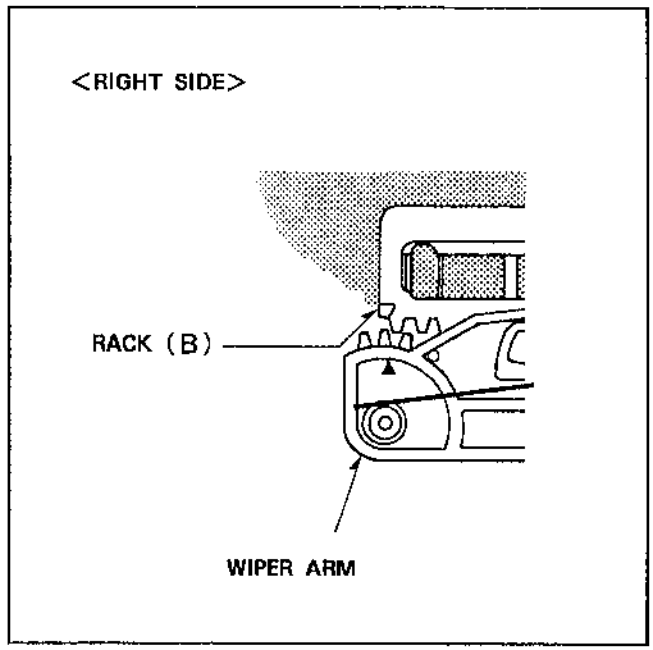


Fig.M48

4. Install the cassette compartment (without cassette holder) to the mechanical chassis so that mark on the Holder Connection Gear should line up with first tooth of the Rack Gear as shown in Fig.M49.

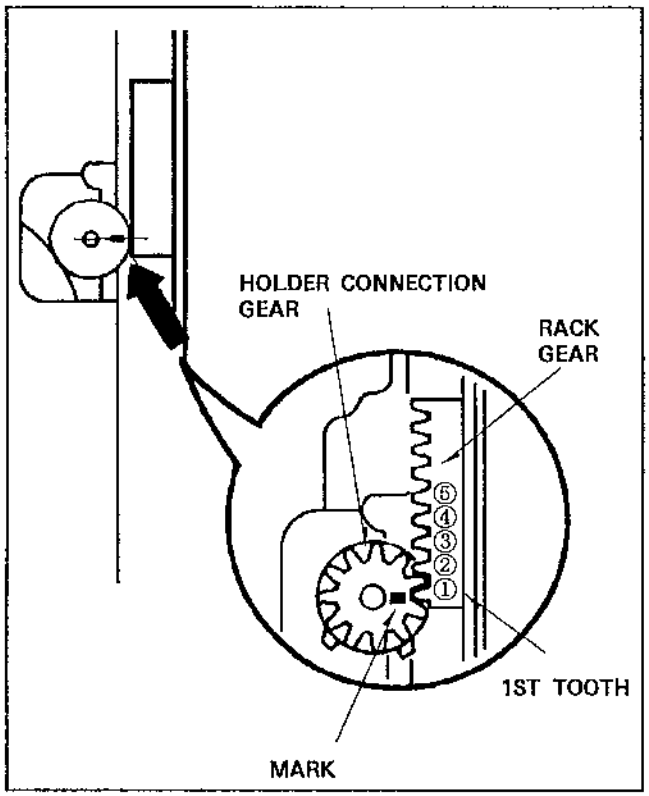


Fig.M49

5. Tighten 4 screws as shown in Fig.M50.
6. Manually move the loading mechanism toward the EJECT position by turn the Loading Motor and stop just before completion, so that the Wiper Arm straight up.
7. Install the Cassette Holder Unit in the Cassette Compartment Base as shown in Fig.M51.
8. Install the Top Plate on the Cassette Compartment Base.
9. Manually confirm that front loading and main loading run smoothly.

<NOTE>
For proper front loading, the guide pin on the opener lever should follow the upper track of the right side panel as shown in Fig.M52.

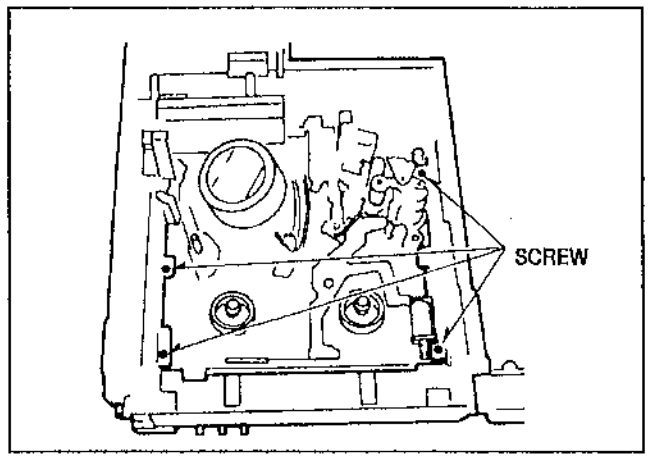


Fig.M50

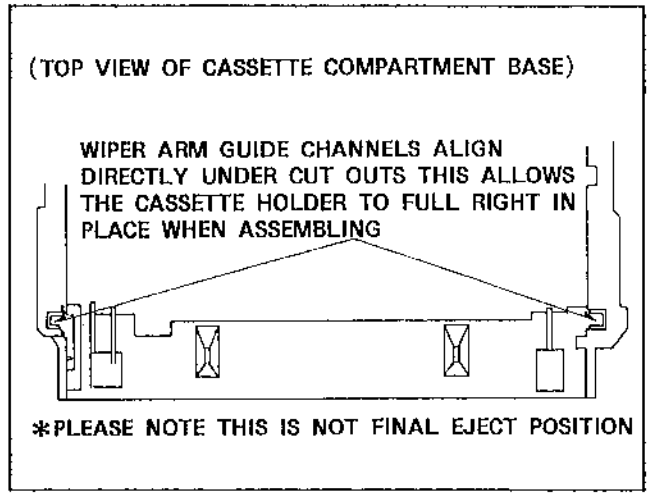


Fig.M51

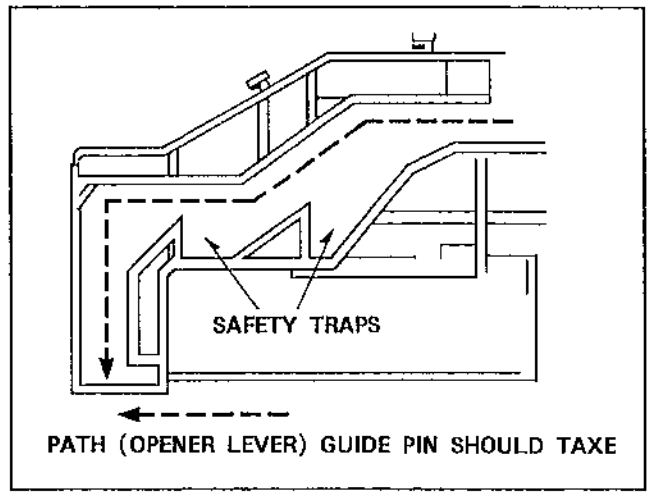


Fig.M52