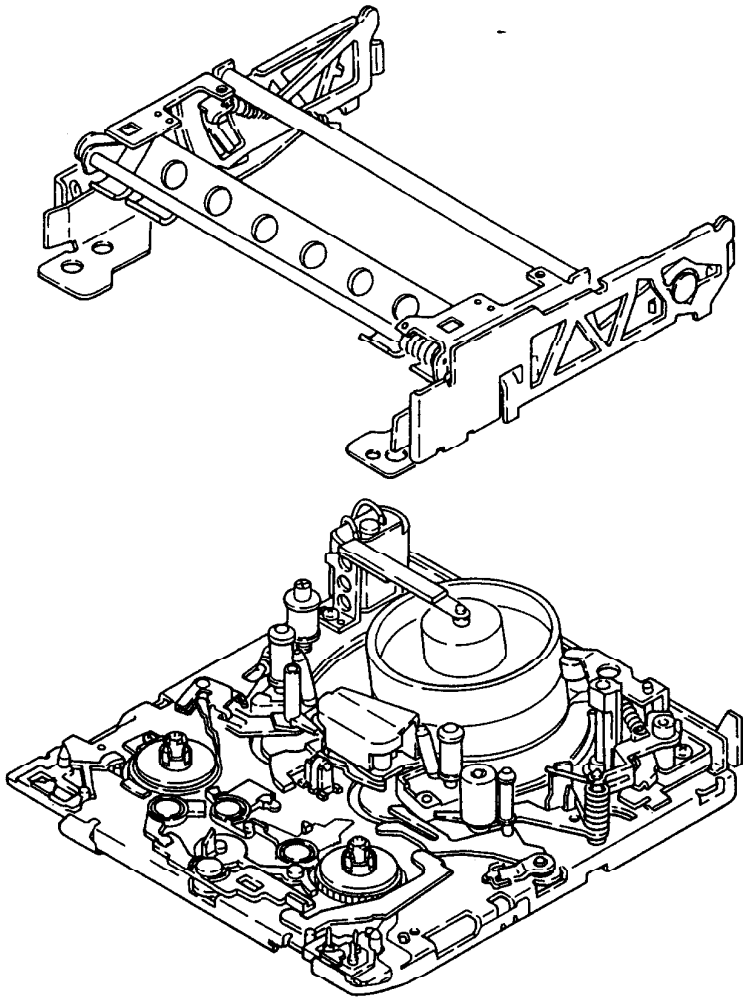
mm Video MECHANICAL ADJUSTMENT MANUAL III

U MECHANISM

Video 8

Please use in conjunction with the SERVICE MANUAL.



8 MECHANISM DECK

SONY

TABLE OF CONTENTS

1. PREPARATIONS FOR MECHANICAL BLOCK CHECK, ADJUSTMENT AND REPLACEMENT

Note: For removal of the cabinet, the boards, the cassette compartment, etc., refer to the service guides.

1-1. OPERATION WITHOUT CASSETTE COMPARTMENT ASSEMBLY AND TAPE

Note: The unit will not work if exposed to a strong light.

1-1-1. How to Trigger the Loading Operation (See Fig. 1-1.)

1) Supply power to the unit after removing the cabinet, the camera block, the cassette compartment assembly, etc., as indicated in the service guides. (This will enable operation of the mechanical deck.)
2) Cover the LED assembly with an opaque cap, etc. ❶.
3) Attach a piece of tape to the RECOG switch ❷ so that the pin is held down.
4) Push the EJECT lever ❸ in the direction of the arrow Ⓐ.

1-1-2. Setting the Playback Mode (See Fig. 1-1.)

1) Follow the procedures in section 1-1-1. above.
2) Put the rubber band ❹ around the S and T reels.
3) Press the PLAY switch of unit, then push the tension regulator arm assembly ❺ in the direction of the arrow Ⓑ when the T reel starts to rotate (the tension regulator band will be released, and the S reel will start rotating).
4) To stop operation, press the STOP switch.

1-1-3. Eject Operation (See Fig. 1-1.)

1) To eject, turn the EJECT switch on.

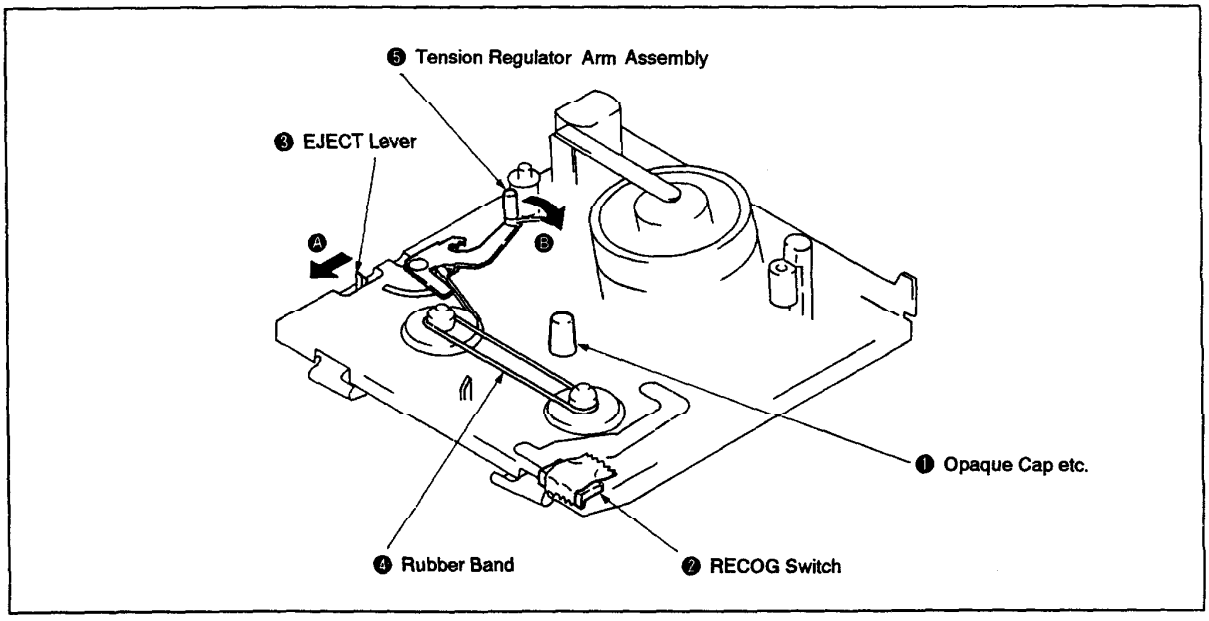


Fig. 1-1.

1-2. THE MODE SELECTOR

1-2-1. Name of Each Part (external) (See Fig. 1-2.)

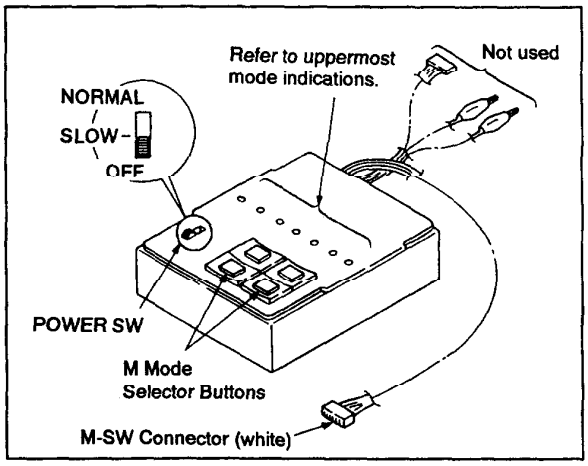


Fig. 1-2.

1-2-2. Connections (See Fig. 1-3.)

1) Mount the MODE SELECTOR III panel (Ref. No. J-9) ❶ onto the mode selector.
2) Attach the conversion connector (Ref. No. J-8) ❸ of MODE SELECTOR III to the 6-pin connector (white) ❷ of the mode selector M-SW.
3) Remove the FP-89 flexible board ❺ from the flexible connector ❹.
4) Attach the FP-89 flexible board ❺ to the flexible connector ❻ of the MODE SELECTOR III conversion connector ❸, then attach the 2-pin connector (white) ❽ of the loading motor to the 2-pin connector (white) ❼.

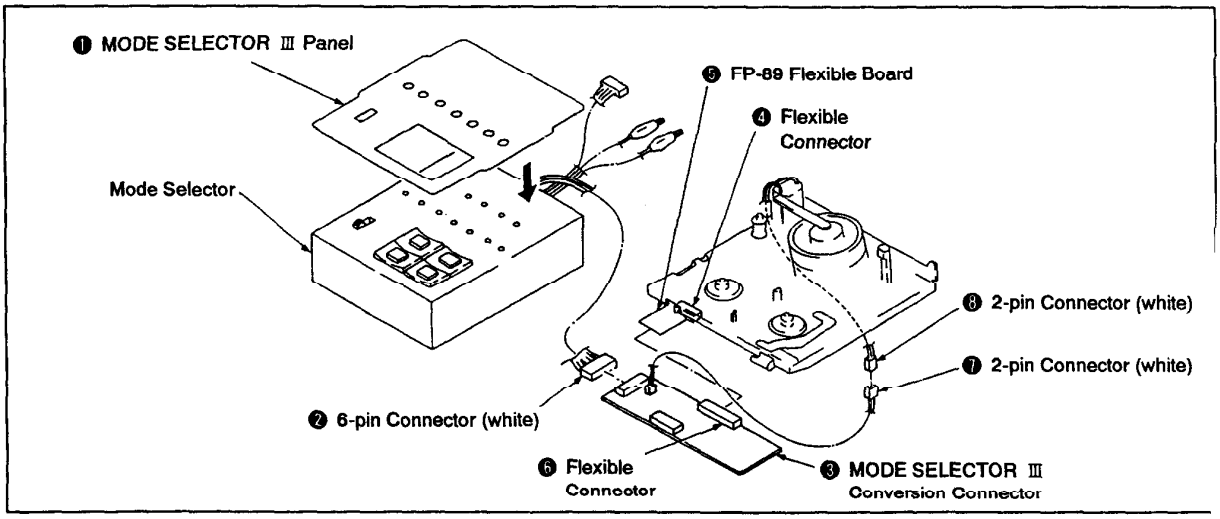


Fig. 1-3.

1-2-3. Handling (See Figs. 1-2. and 1-4.)

- Use only the M mode selector buttons.
- Refer to mode indications on the uppermost part of the MODE SELECTOR III panel.
- If the right M mode selector button is kept pressed, the lit indication will change in the order of EJECT → (IA) → ULD → (IB) → STOP → (IC) → FWD.
- To change modes in the reverse direction (from FWD to EJECT), press the left selector button.

Note: For this U mechanism, the uppermost indicators on the MODE SELECTOR III panel are used. The IA, IB and IC indications light up during mode changes.

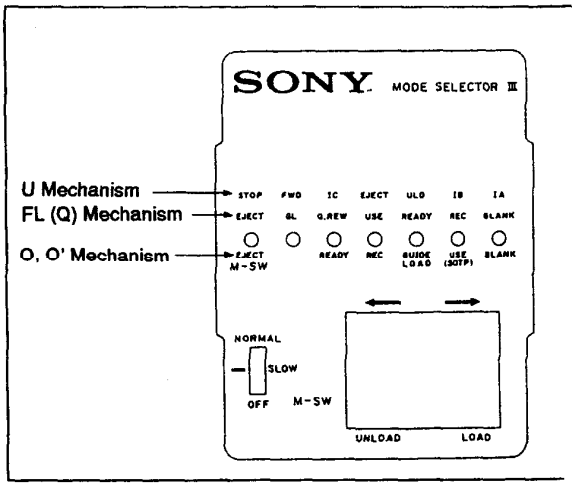


Fig. 1-4.

2. PERIODICAL CHECK AND MAINTENANCE (See Fig. 2-1.)

The following periodical check and maintenance procedures are necessary to ensure proper operation and to protect the tapes as well as the unit, and the following maintenance procedures must be always carried out after repairing regardless of how long the unit has been used.

2-1. ROTARY DRUM ASSEMBLY CLEANING

1) While pressing a piece of chamois leather (Ref. No. J-2) moistened in cleaning fluid (Ref. No. J-1) lightly against the rotary drum, turn the rotary upper drum slowly counter-clockwise with your fingers.

Note: Do not drive the drum with the motor, and do not turn it clockwise.
Do not move the chamois leather vertically against the head tip; this can damage the head tip. Strictly follow the cleaning instructions above.

2-2. TAPE PATH CLEANING

1) Set the cassette compartment assembly to the eject state, or remove it. Then clean the tape path (guides No. 1 to 7, capstan shaft, pinch rollers) with a piece of chamois leather moistened in cleaning fluid (See Fig. 2-1).

2-3. DRIVE SYSTEM CLEANING

1) Clean the drive system (timing belt, reel table surface) with a piece of cloth moistened in cleaning fluid.

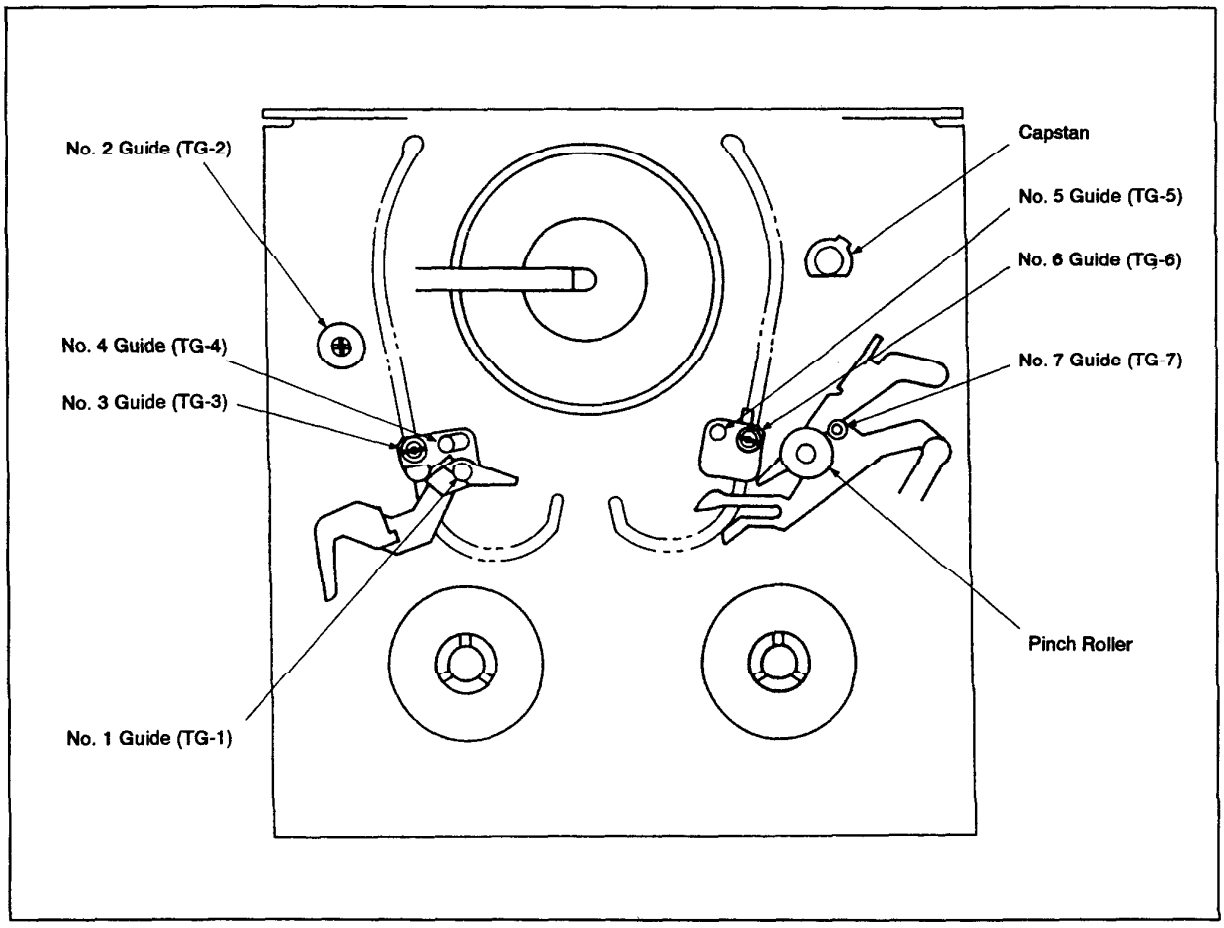


Fig. 2-1.

2-4. PERIODICAL CHECK ITEMS

○Cleaning ◎Lubrication ☆Check

Maintenance and Check Item		Operation time (H)										Remarks
		500	1,000	1,500	2,000	2,500	3,000	3,500	4,000	4,500	5,000	
Cleaning and Demag-netizing	Tape path surfaces Cleaning	○	○	○	○	○	○	○	○	○	○	Do not oil.
	Rotary drum assembly cleaning and demagnetizing	○	○	○	○	○	○	○	○	○	○	Do not oil.
Drive System	Relay belt (short)	–	☆	–	☆	–	☆	–	☆	–	☆	3-728-866-01
	Relay belt (long)	–	☆	–	☆	–	☆	–	☆	–	☆	3-728-865-01
	Capstan shaft	–	◎	–	◎	–	◎	–	◎	–	◎	Take care that no oil gets on tape path surfaces.
	Idler pulley axle	–	◎	–	◎	–	◎	–	◎	–	◎	
	Loading motor	–	☆	–	☆	–	☆	–	☆	–	☆	1-541-612-11
Perfor-mance Check	Abnormal noise	☆	☆	☆	☆	☆	☆	☆	☆	☆	☆	
	Back tension measurement	–	☆	–	☆	–	☆	–	☆	–	☆	
	Brake system	–	☆	–	☆	–	☆	–	☆	–	☆	
	FWD, RVS torque measurement	–	☆	–	☆	–	☆	–	☆	–	☆	

Notes: When overhauling the unit, perform parts replacement referring to the table above.

Regarding Oil:

- Always use the specified oil (using oil of different viscosity, etc. can cause troubles of several kinds).
  Specified oil: Part No. 7-661-018-01
  (Mitsubishi Diamond Oil Hydrofluid EP56)
- Be sure that no dirt is mixed in the oil to be used on axle bearings. Use of dirty oil can result in bearing wear and burning.
- By "one drop of oil" is meant the quantity of oil adhering to the end of a a 2mm-diameter rod as shown in Fig. 2-2.

On grease:

- Use the specified grease.
  Grease: Part No. 7-662-010-08
  (Sony grease SGL-701)

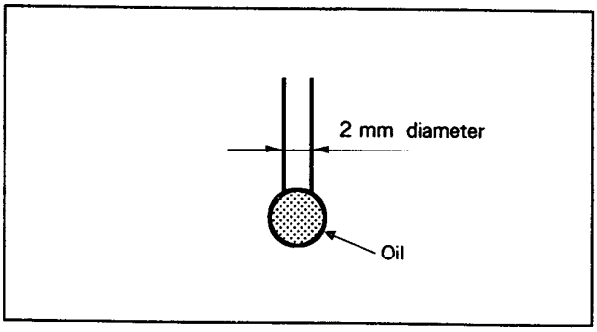
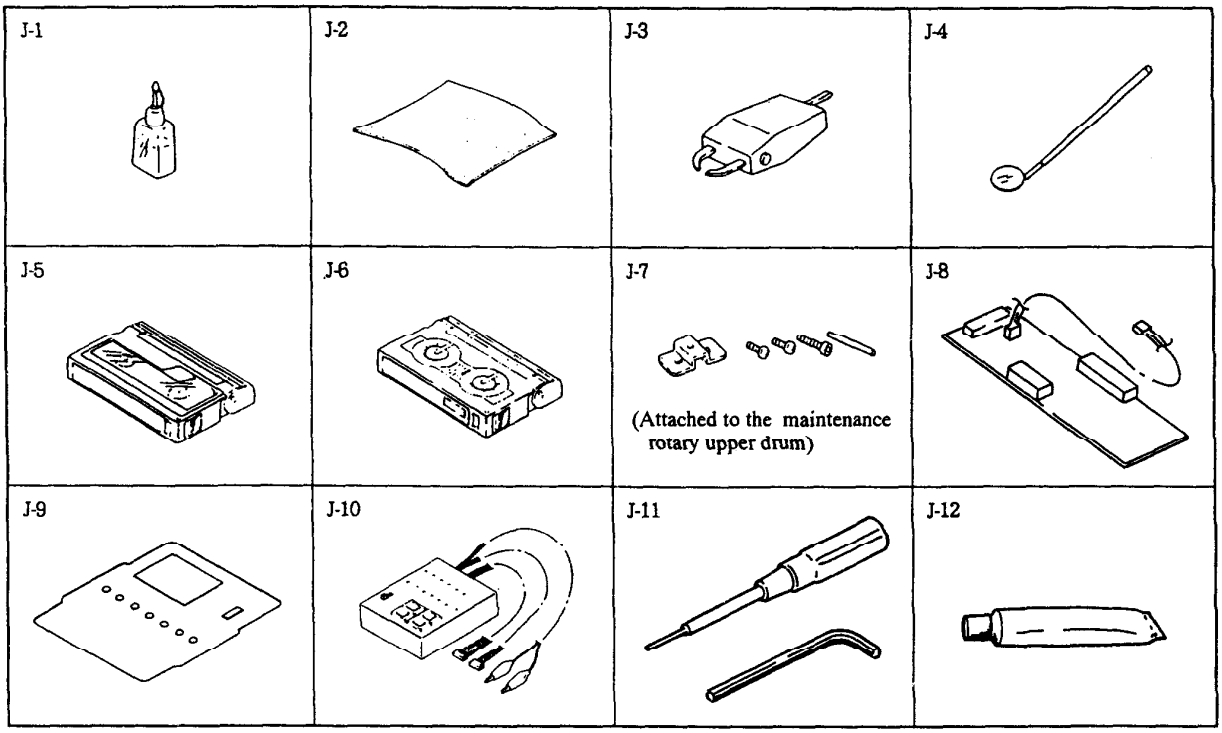


Fig. 2-2.

2-5. SERVICING TOOLS

Ref. No.	Name	Part Code	Marking	Application, etc.
J-1	Cleaning fluid	Y-2031-001-0	–	
J-2	Chamois cloth	2-034-697-00	–	
J-3	Head demagnetizer	Commercially available	–	
J-4	Dental mirror Spare mirror	J-6080-029-A J-6080-030-1	SL-5052	Tape path
J-5	Alignment tape NTSC (WR5-1N) PAL (WR5-1C)	8-967-995-01 8-967-995-06		Tape path
J-6	FWD/RVS takeup torque cassette	J-6080-624-A	GD-2086	
J-7	Rotary drum jig	(Attached to the maintenance rotary upper drum)		
J-8	Mode selector III conversion connector	J-6082-021-A		General
J-9	Mode selector III panel	J-6082-023-A		General
J-10	Mode selector	J-6080-825-A		General
J-11	Hexagonal wrench detection (0.89 mm) or L wrench (0.89 mm)	7-700-766-01 7-700-736-06		Tape path
J-12	Sony grease (SGL-701)	7-662-010-08		

Other devices: Oscilloscope
Analog tester (20 kΩ)



3. MECHANICAL BLOCK CHECK, ADJUSTMENT AND REPLACEMENT

Notes:
- Use the mode selector (Ref. No. J-10) for procedures in this chapter.
- Modes within a frame [ ] are those set by pressing the buttons of the mode selector.

3-1. HC ROLLER ASSEMBLY

1. Removal (See Fig. 3-1.)

1) Remove the screw ❶, then remove the HC roller assembly ❷.

2. Installation (See Fig. 3-1.)

1) Align the two dowels ❸ attached to the HC roller assembly ❷ with the two holes ❹ in the mechanism chassis.
2) Secure the HC roller assembly ❷ with the screw ❶.

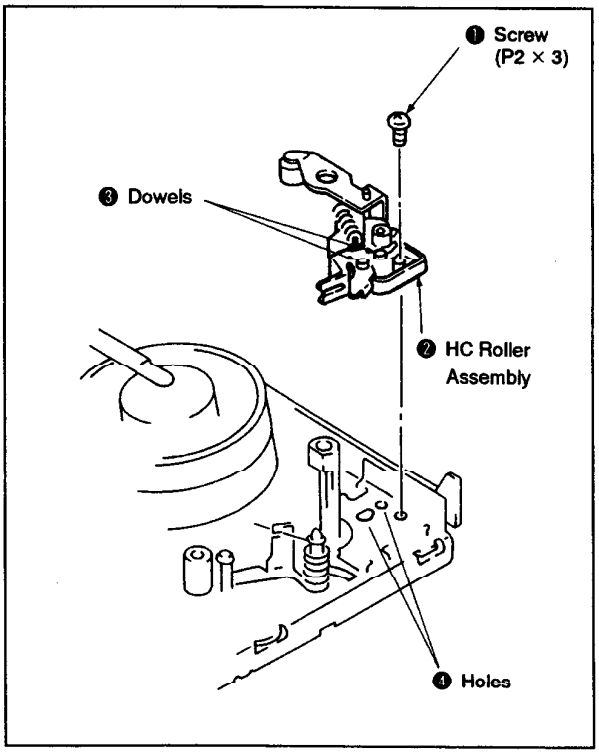


Fig. 3-1.

3-2. GUIDE GUARD ASSEMBLY

1. Removal (See Fig. 3-2.)

Remove the screw ❶, then remove the guide guard assembly ❷.

2. Installation (See Fig. 3-2.)

1) Align the dowel ❸ attached to the guide guard assembly ❷ with the hole ❹.
2) Secure the guide guard assembly ❷ with the screw ❶.

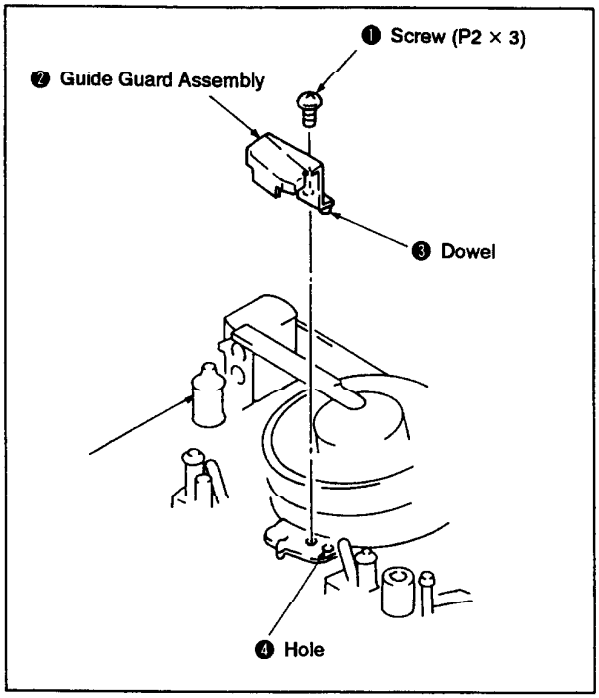


Fig. 3-2.

3-3. DC MOTOR (CAPSTAN MOTOR) ASSEMBLY

1. Removal (See Fig. 3-3.)

1) Set the ULD mode.
2) Turn the stopper ❶ in the direction of the arrow Ⓐ as far as it will go.
3) Remove the two screws ❷, then remove the DC motor ❸.

2. Installation (See Fig. 3-3.)

1) Align the two screwed dowels ❹ with the two holes ❺, then engage the toothed part ❻ with the connecting gear ❼.
2) Secure the DC motor assembly ❸ with the two screws ❷.
3) Turn the stopper ❶ in the direction of the arrow Ⓑ as far as it will go.

Note:
- When engaging the gears, take care not to damage their teeth.
- Do not leave any clearance between the DC motor ❸ and the chassis.
- Do not touch the capstan motor axle*, the oil seal* and the rotor*.

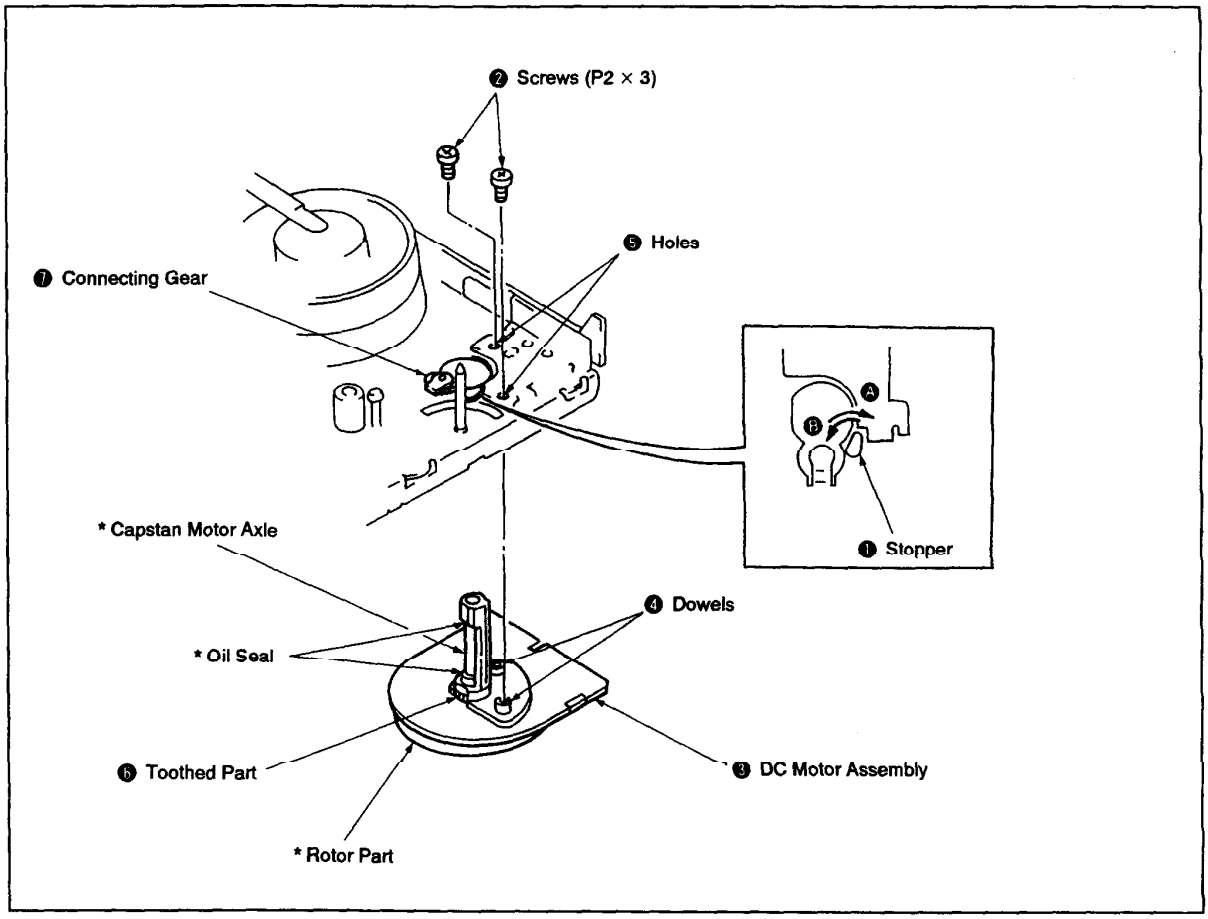


Fig. 3-3.

3-4. S BRAKE, T BRAKE

1. Removal (See Fig. 3-4.)

1) Remove the torsion coil spring (ST) ❶.
2) Remove the axle holding pin ❷, then remove the T brake ❸.
3) Remove the axle holding pin ❹, then remove the S brake ❺.

2. Installation (See Fig. 3-4.)

1) While fitting the toothed part ❻ into the notch ❼, mount the S brake ❺.
2) Insert the axle holding pin ❹.
3) Insert the axle ❽ to the S reel side of the brake release arm ❾ so that the Ⓐ part comes closer to the drum than part Ⓑ, and mount the T brake ❸.
4) Insert the axle holding pin ❷.
5) Insert the torsion coil spring (ST) ❶ below the claw ⓫ of the axle ⓾, then hook it to two claws ⓬.

Note: Confirm that the claws of axle holding pins ❷ and ❹ are not broken before assembling.

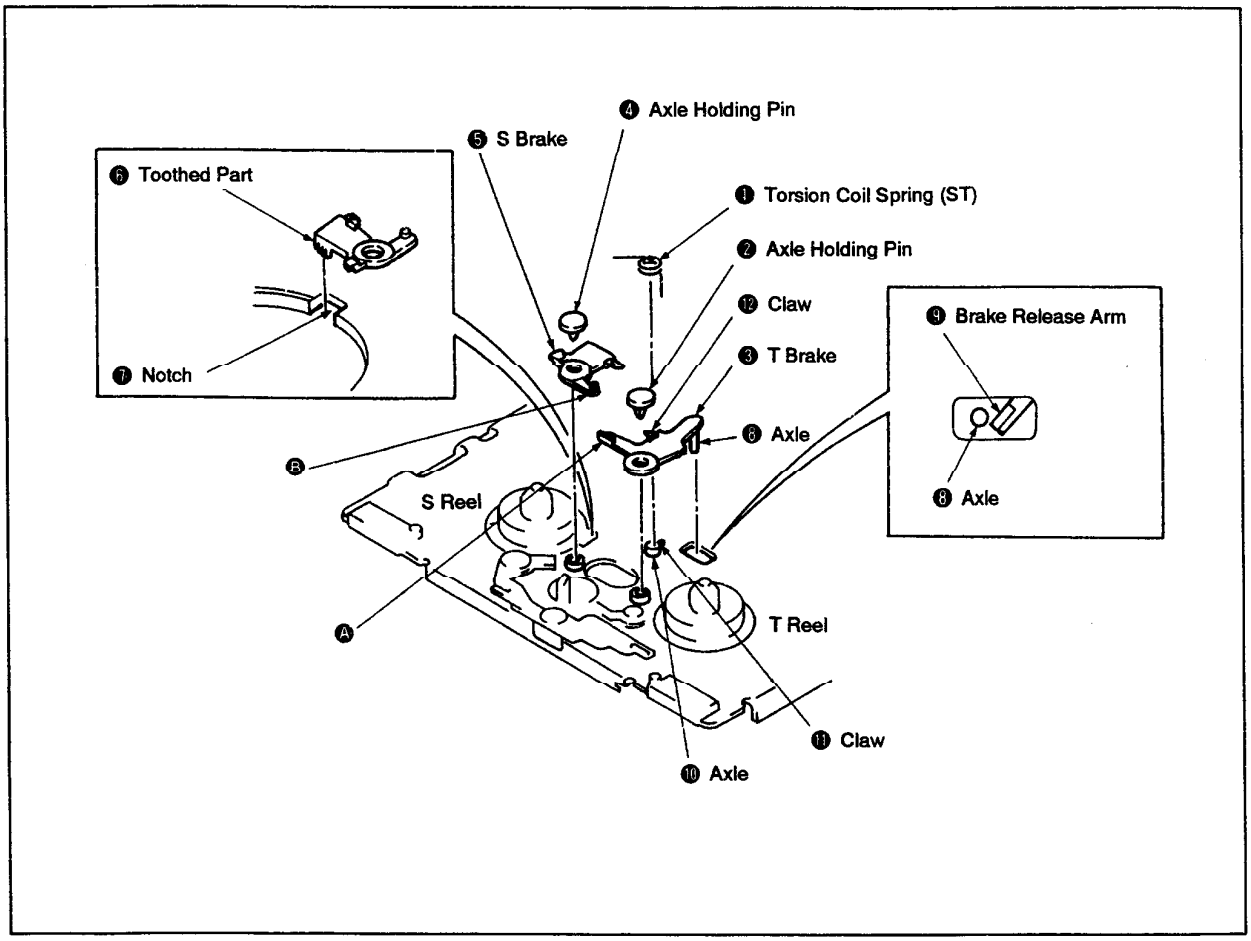


Fig. 3-4.

3-5. LB BRAKE, AXLE HOLDING PINS

1. Removal (See Fig. 3-5.)

1) Remove the screw ❶, then remove the TL holding plate ❷.
2) Remove the axle holding pin ❸, then remove the LB brake ❹.
3) Remove the axle holding pin ❺, then remove the LB lever ❻.

2. Installation (See Fig. 3-5.)

1) Mount the LB lever ❻ matching it to pin ❼ of the LB gear, then secure it with the axle holding pin ❺.
2) Insert the pin ❽ into the notch ❾ of the LB lever ❻, then mount the LB brake ❹ while inserting the toothed part ❿ into the notch ⓫.
3) Insert the axle holding pin ❸.
4) Align the dowel ⓬ with the hole ⓭, then mount the TL holding plate and secure it with the screw ❶.

Note: Confirm that the claws of axle holding pins ❸ and ❺ are not broken before assembling.

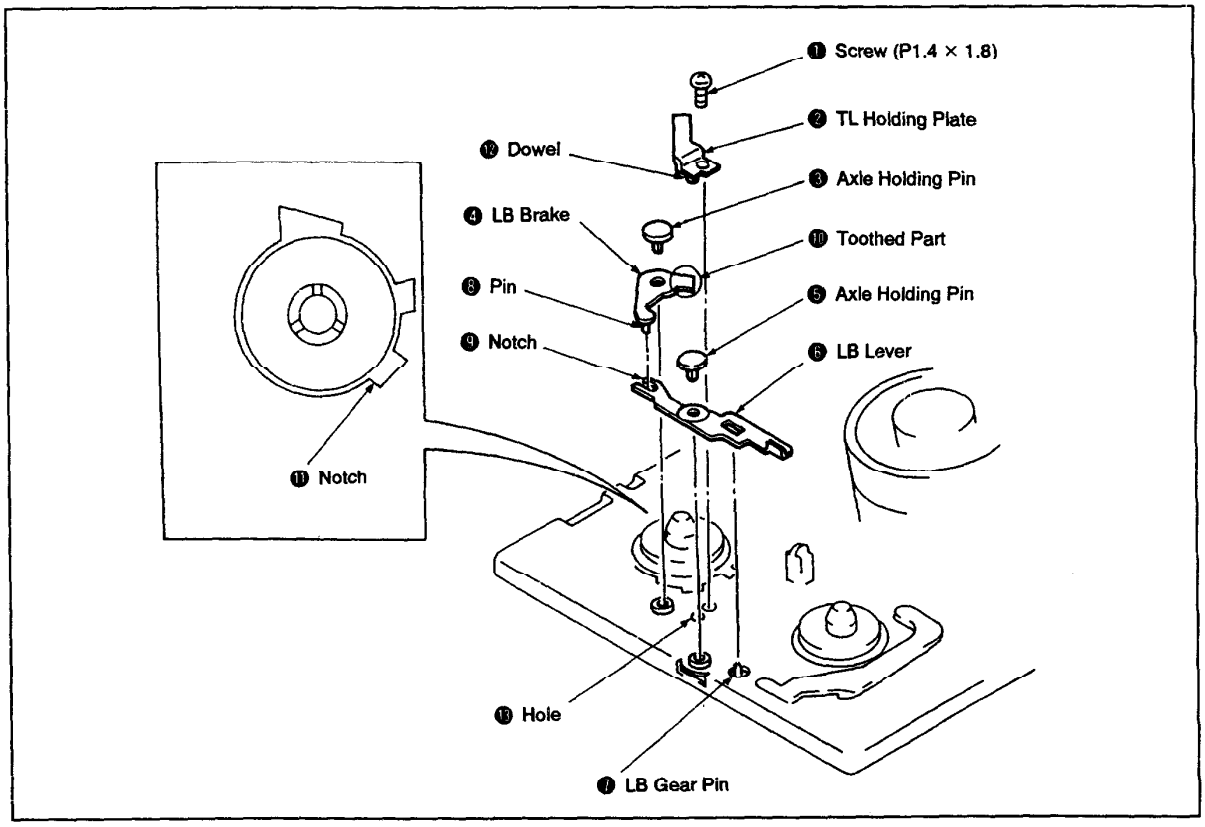


Fig. 3-5.

3-6. LB RELEASE ARM

1. Removal (See Fig. 3-6.)

1) While pushing the claw ❶ in the direction of the arrow, remove the LB release arm ❷.

2. Installation (See Fig. 3-6.)

1) Fit the LB release arm ❷ to the axle ❸, insert protrusions ⓐ, ⓑ, ⓒ, ⓓ into the three holes ❹, then secure with the claw ❶.

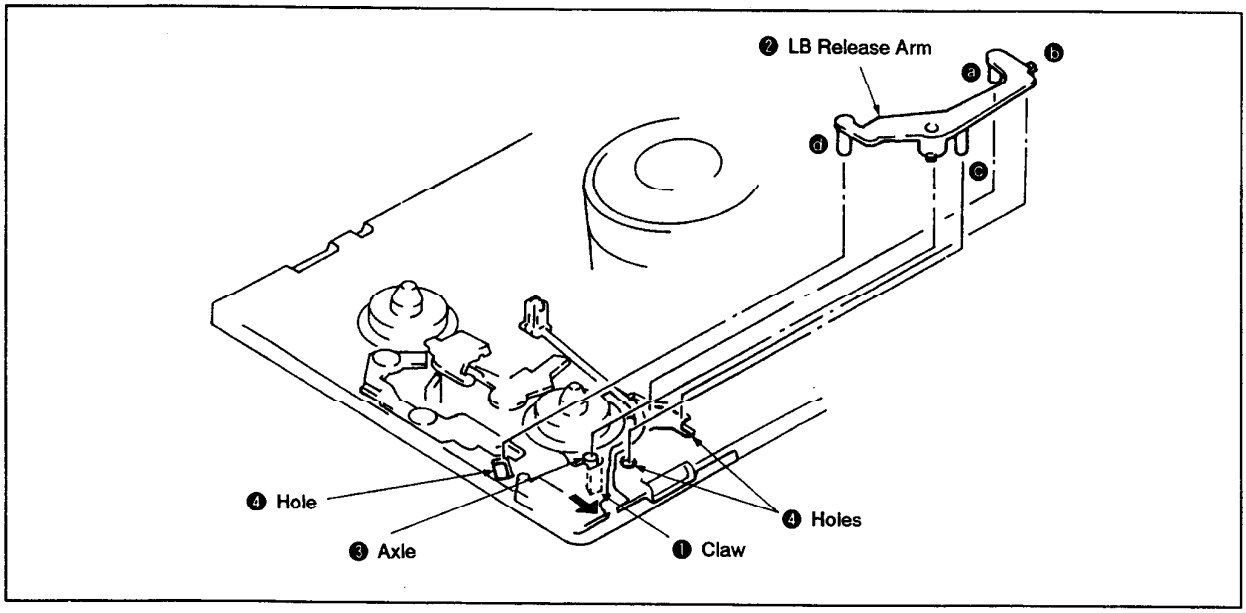


Fig. 3-6.

3-7. RK STOPPER, RK STOPPER ARMS

1. Removal (See Fig, 3-7.)

1) Remove the torsion coil spring (RK) ❶.
2) Open the chassis claw ❷, then remove the RK stopper arm ❸.
3) Remove the RK stopper ❹.

2. Installation (See Fig. 3-7.)

1) Mount the RK stopper ❹ onto the axle ❺.
2) Mount the RK stopper arm ❸ onto the axle ❻, insert Pin ❿ into hole ⓫, then hook the claw ❷ of the chassis to the hole ❼.
3) Insert the torsion coil spring (RK) ❶ into the axle ❺, then hook it to claws ❽ and ❾.

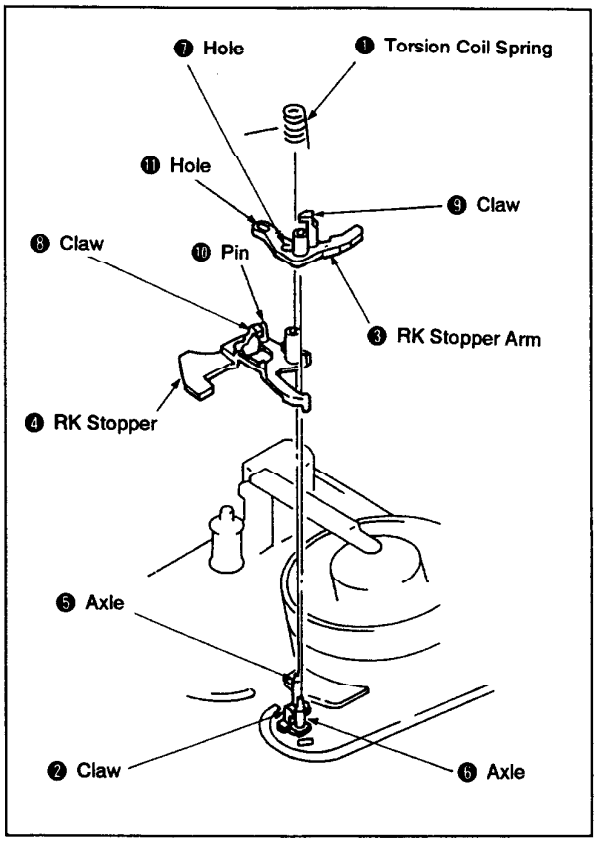


Fig. 3-7.

3-8. PINCH ARM ASSEMBLY, TG-7 ASSEMBLY

1. Removal (See Fig. 3-8.)

1) Set the IB mode.
2) Remove the stopper washer ❶, then remove the pinch arm assembly ❷.
3) Bend the claw ❹ inside hole ❸ in the direction of the arrow using a thin screwdriver or the like, then remove the TG-7 plate spring ❺.
4) Remove the TG-7 arm assembly ❻.

2. Installation (See Fig. 3-8.)

1) Grease the inner surfaces of hole ❼ (See Fig. A).
2) Insert the axle ❽ of the TG-7 arm assembly ❻ into the hole ❼.
3) Grease the shaded section ⓐ (See Fig. A).
4) Insert the TG-7 plate spring ❺ into the hole ❸, then secure it with the claw ❹.
5) Apply half a drop of oil to the axle ❾ (See Fig. B).
6) Fit the pinch arm assembly ❷ to the axle ❾ and insert the pinch roller sub arm assembly tab ❿ into the ⓑ part.
7) Install the stopper washer ❶.

Note:
- Take care not to grease the screw ⓫ of the TG-7 arm assembly ❻ (See Fig. A).
- When fitting the pinch arm assembly ❷ to the axle ❾, make sure that it does not touch the TG-7 guide ⓬ or the rubber roller ⓭.
- After assembling, be sure to perform tape path adjustment as described in section 4.

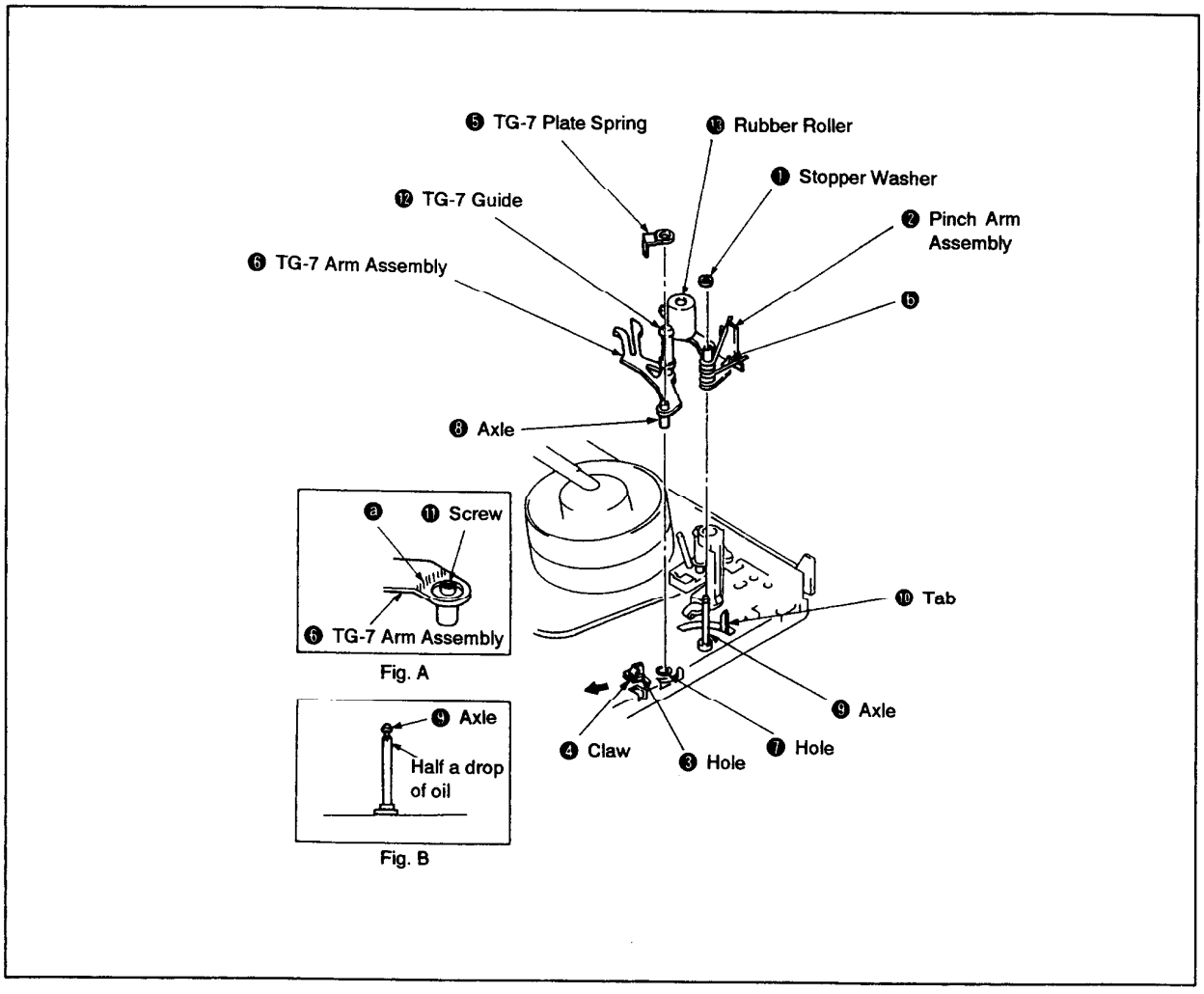


Fig. 3-8.

3-9. TG-2 ASSEMBLY

1. Removal (See Fig. 3-9.)

1) Remove the TG-2 upper flange assembly ❶.
2) Remove the TG-2 roller ❷, the TG-2 sleeve ❸, the TG-2 lower flange ❹ and the compression spring ❺.

2. Installation (See Fig. 3-9.)

1) Mount the compression spring ❺, the TG-2 lower flange ❹, the TG-2 sleeve ❸ and the TG-2 roller ❷ to the axle.
2) Secure the TG-2 upper flange ❶ to the axle by rotating it 4 to 6 turns.

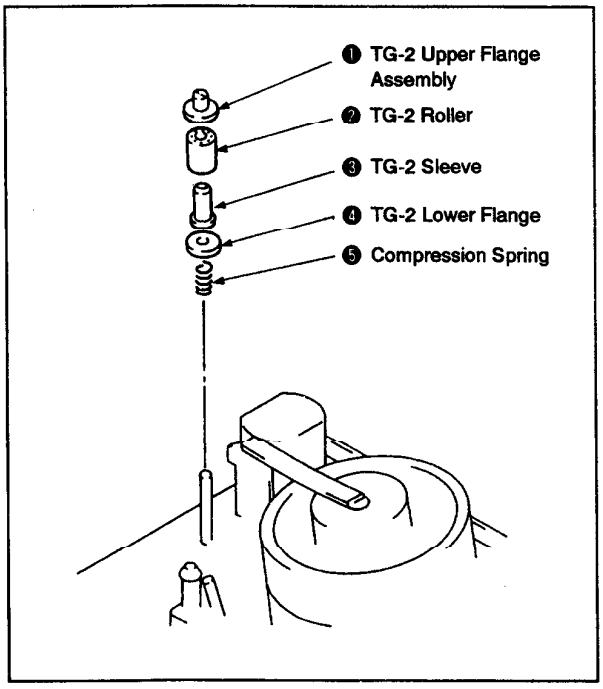


Fig. 3-9.

3. TG-2 Height Preset (see Fig. 3-10.)

1) Adjust height from the mechanism chassis upper surface to the TG-2 upper flange ❶ upper surface to 18.6 mm by turning the TG-2 upper flange ❶.

Note: After adjustment, be sure to perform tape path adjustment as described in section 4.

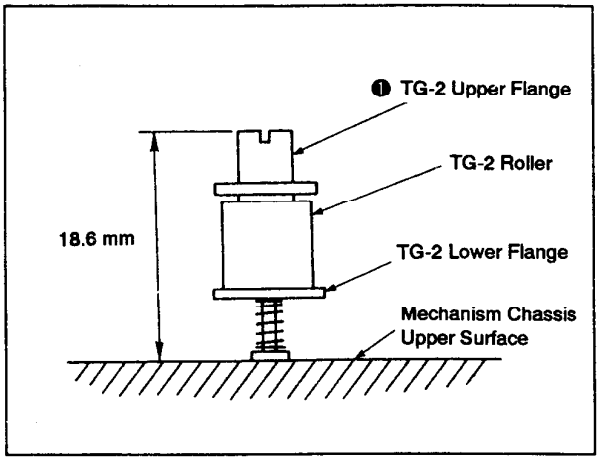


Fig. 3-10.

3-10. S REEL TABLE ASSEMBLY, T REEL TABLE ASSEMBLY

1. Removal (See Fig. 3-11.)

1) Remove the S brake and T brake as described in section 3-4.
2) Remove the TL holding plate as described in section 3-5.
3) Remove the tension regulator band assembly as described in section 3-11.
4) Remove the S reel table assembly ❶.
5) Turn the stopper ❷ approx. 90 ° in the direction of the arrow Ⓐ.
6) While sliding the LB release arm ❸ in the direction of the arrow Ⓑ, remove the T reel table assembly ❹.

2. Installation (See Fig. 3-11.)

1) Apply half a drop of oil to the axle ❺ (See Fig. A).
2) Move the RK gear ❻ in the direction of the arrow Ⓒ and the TS brake ❼ in the direction of the arrow Ⓓ, putting them out of the way.
3) While sliding the LB release arm ❸ in the direction of the arrow Ⓑ, mount the T reel table assembly ❹ onto the axle ❺, then turn the stopper ❷ in the direction of the arrow Ⓔ as far as it will go.
4) Apply half a drop of oil to the axle ❽ (See Fig. B).
5) Move the RK gear ❻ in the direction of the arrow Ⓔ, the UL brake ❾ in the direction of the arrow Ⓖ and the LB brake ❿ in the direction of the arrow Ⓗ, putting them out of the way.
6) Mount the S reel table ❶ onto the axle ❽.
7) Mount the tension regulator band assembly as described in section 3-11.
8) Mount the TL holding plate as described in section 3-5.
9) Mount the S brake and T brake assemblies as described in section 3-4.

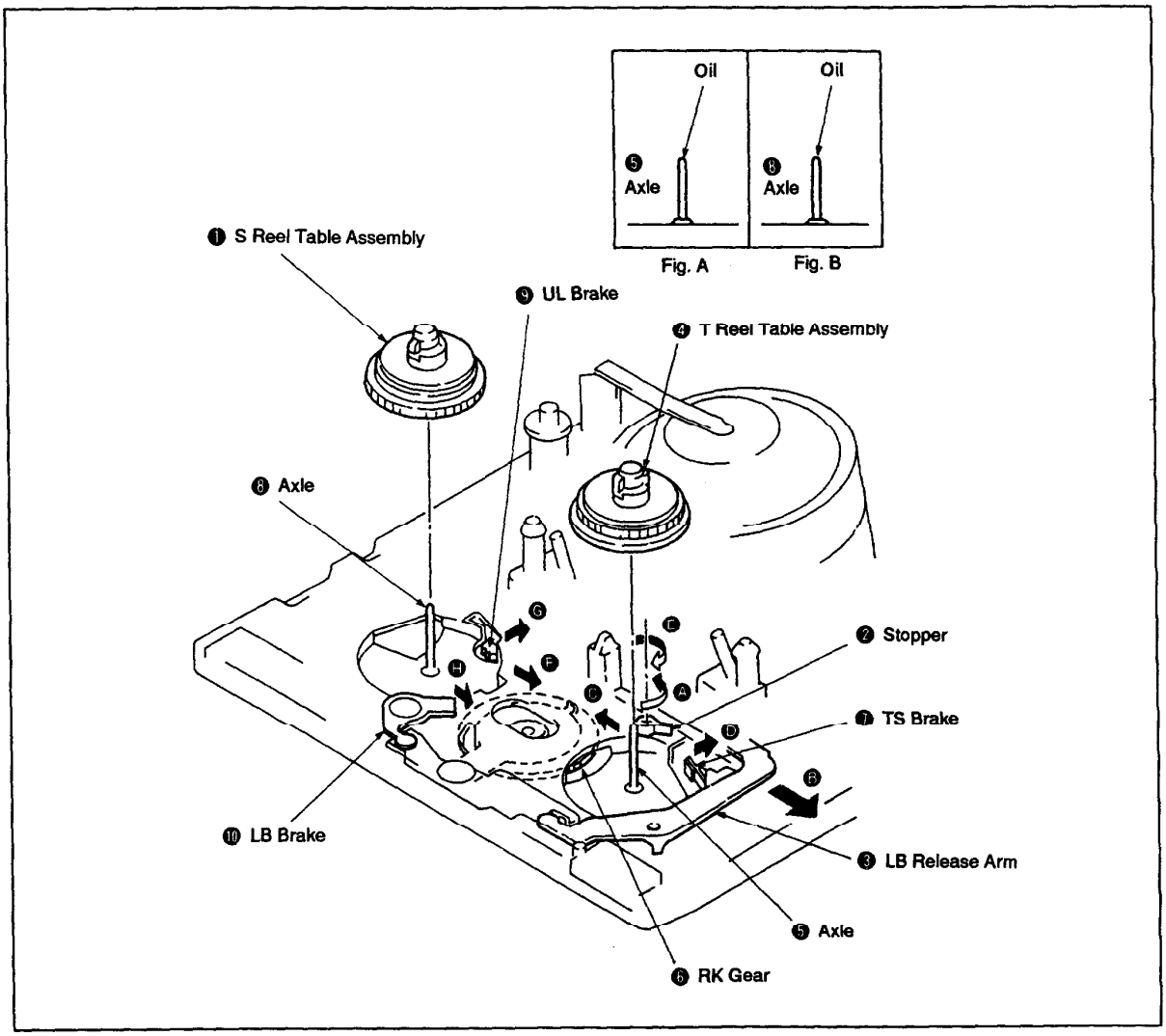


Fig. 3-11.

3-11. TENSION REGULATOR BAND ASSEMBLY, TENSION REGULATOR ARM ASSEMBLY

1. Removal (See Fig. 3-12.)

1) Remove the TL holding plate as described in section 3-5.
2) Remove the screw ❶.
3) Using a thin screwdriver or the like, remove the tension regulator band assembly ❹ from the axle ❸ of tension regulator arm assembly ❷.
4) Remove the tension spring ❺.
5) Remove the stopper washer ❻ from the back of the mechanism chassis, then remove the tension regulator arm assembly ❷.
6) Open the claw ❼, then remove the adjust arm ❽.

Note: When removing the tension regulator band assembly ❹, take care not to twist or bend it, and not to touch the felt surface ❾.

2. Installation (See Fig. 3-12.)

1) Engage the adjust arm ❽ in the position shown in Fig. A, then close the claw ❼.
2) Apply half a drop of oil to the hole ❿.
3) Mount the tension regulator arm assembly ❷, then insert it into the slot ⓫ so that the ⓐ part comes to the arrow Ⓐ side of the switch lever assembly (See Fig. B).
4) While holding the tension regulator arm assembly ❷ from the mechanism chassis front, secure it with the stopper washer ❻ from the back.
5) Hook the R hook of the tension spring ❺ to the adjust arm ❽ as shown in the figure, then hook the opposite end to the tension regulator arm assembly ❷.
6) Mount the tension regulator band assembly ❹ onto the axle ❸ of tension regulator arm assembly ❷, and place it so that the felt surface ❾ comes against the shaded portion of the S reel table assembly ⓬.
7) Mount the tension regulator plate ⓭ of the tension regulator band assembly ❹ so that it is aligned with the dowel ⓮ of the mechanism chassis, then secure it temporarily with the screw ❶.
8) Mount the TL holding plate as described in section 3-5.
9) Adjust tension regulator FWD position as described in section 3-12.
10) Perform adjust arm adjustment as described in section 3-22.

Note: When mounting the tension regulator band assembly ❷, take care not to twist or bend it, and not to touch the felt surface ❾.

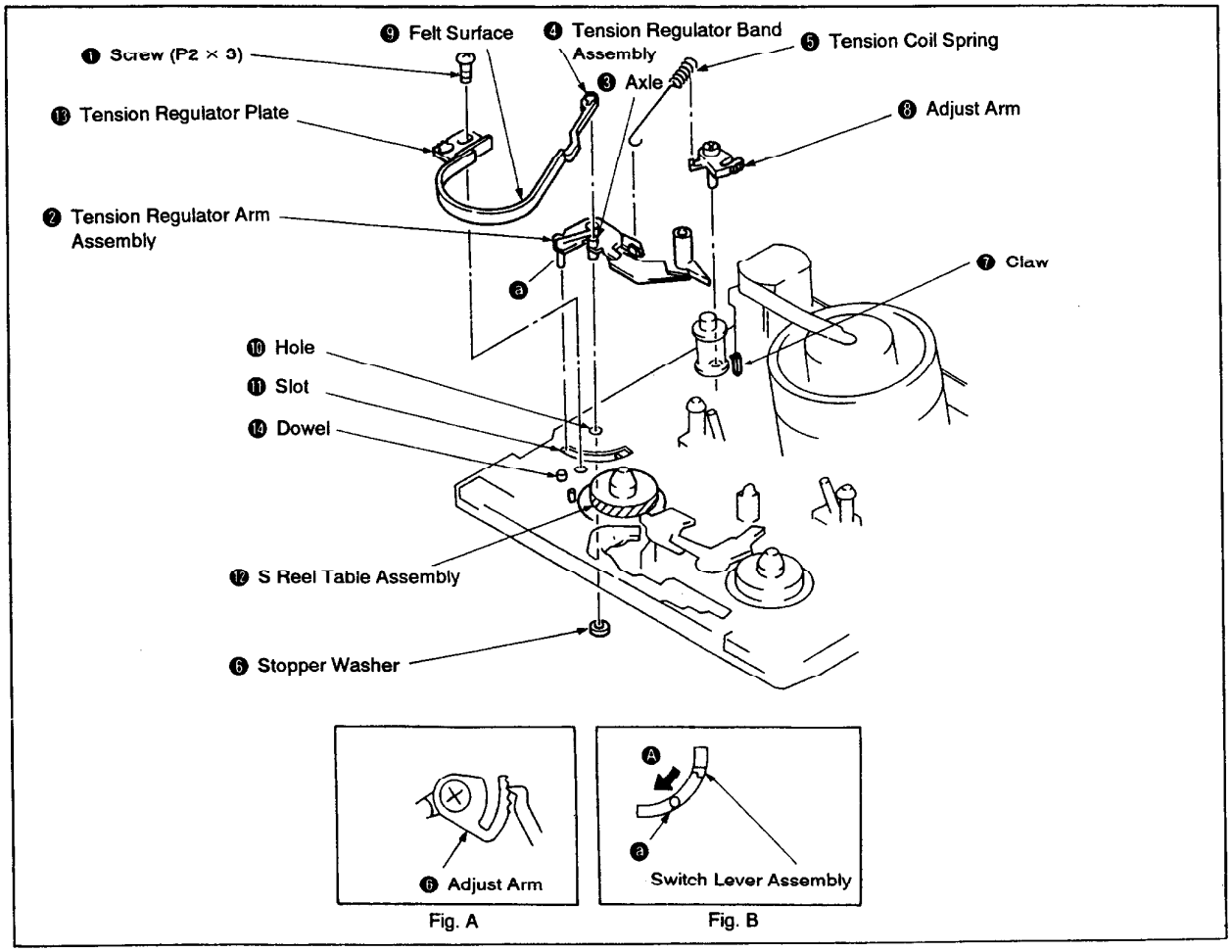


Fig. 3-12.

3-12. TENSION REGULATOR FWD POSITION PRESET (See Fig. 3-13.)

1) Load a cassette tape and set the FWD mode.
2) Confirm whether the distance between ❹ part of the tension regulator arm ❶ and the groove ❷ of the chassis is 1.1 ± 0.3 mm. If this distance is not within the specified range, remove the cassette tape and perform the following adjustment.
3) Loosen the fixing screw ❹ of the tension regulator band assembly ❸.
4) Slide the tension regulator plate ❺ in the direction of the arrow Ⓐ if the measured distance is over the specified range, and in the direction of the arrow Ⓑ if it is under that range. Then, fix it with the screw ❹.
5) Repeat steps 1) and 2) and confirm that the distance is within the specified range.

Note: Use a cassette with the tape advanced halfway.

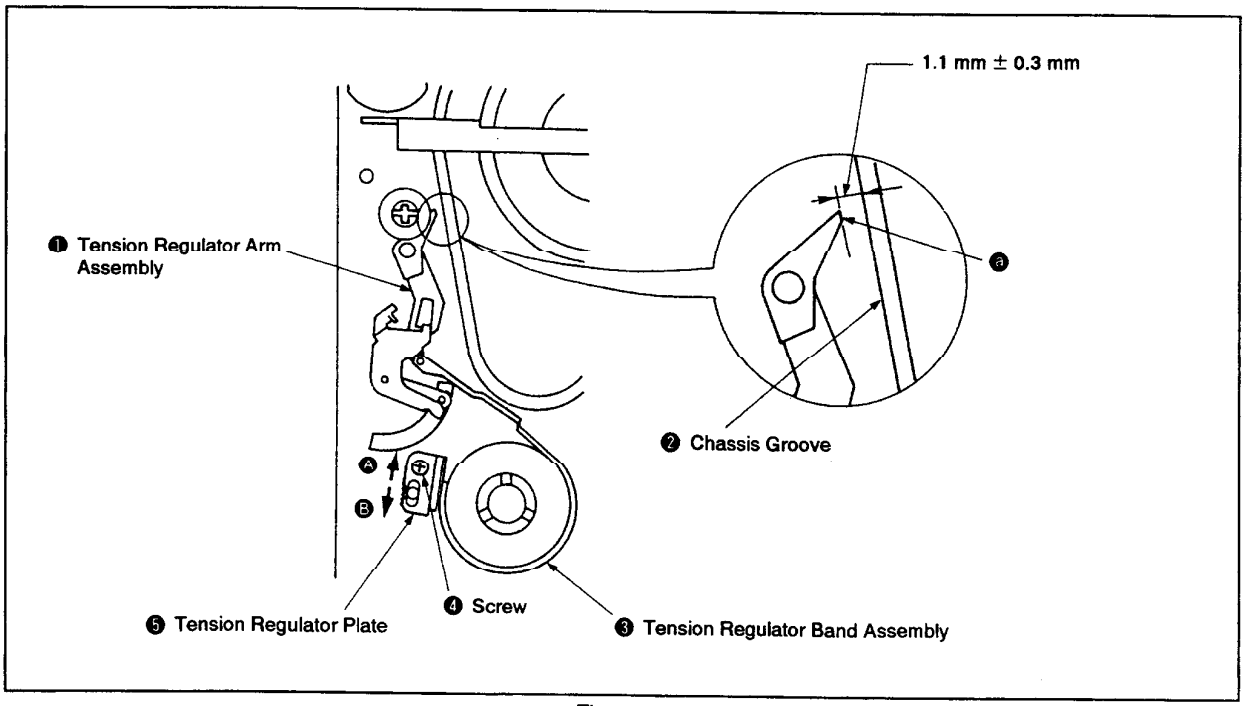


Fig. 3-13.

3-13. DRUM ASSEMBLY, DEW SENSOR

1. Removal (See Fig. 3-14.)

1) Set the EJECT mode.
2) Remove the flexible board ❶ and the two connectors ❷.
3) Remove the guide guard assembly as described in section 3-2.
4) Remove the screw ❸, then remove the axle ground terminal ❹.
5) Remove the three screws ❺, then remove the drum assembly ❻ from the mechanism chassis.
6) Remove the connector ❿
7) Remove the screw ❼, then remove the dew sensor ❽.

Note:
- When removing the drum assembly ❻ from the mechanism chassis, take care not to cut the flexible board ❶ or the harness.
- Take care not to touch the head tip ❾.

2. Installation (See Fig. 3-14.)

1) Insert part Ⓐ of the dew sensor ❽ into the notch ⓫ of the mechanism chassis, then secure it with the screw ❼.
2) Mount the connector ❿.
3) Clamp the harness ⓯ of the dew sensor ❽ with the reinforcing the claw ⓰ of the plate SS assembly (See Fig. A).
4) Insert the connector ❷ and the flexible board ❶ into the hole ⓬ of the mechanism chassis, align the drum assembly ❻ with the two dowels ⓭ and secure it with the three screws ❺.
5) Align the axle ground terminal ❹ with the two dowels ⓮ of the mechanism chassis and secure it with the screw ❸.
6) Mount the guide guard assembly as described in section 3-2.
7) Mount the two connectors ❷ and the flexible board ❶.

Note:
- Take care not to cut the flexible board ❶ or the harness ⓯.
- Take care not to touch the head tip ❾.
- After assembling, be sure to perform Tape Path Adjustment following instructions in section 4.

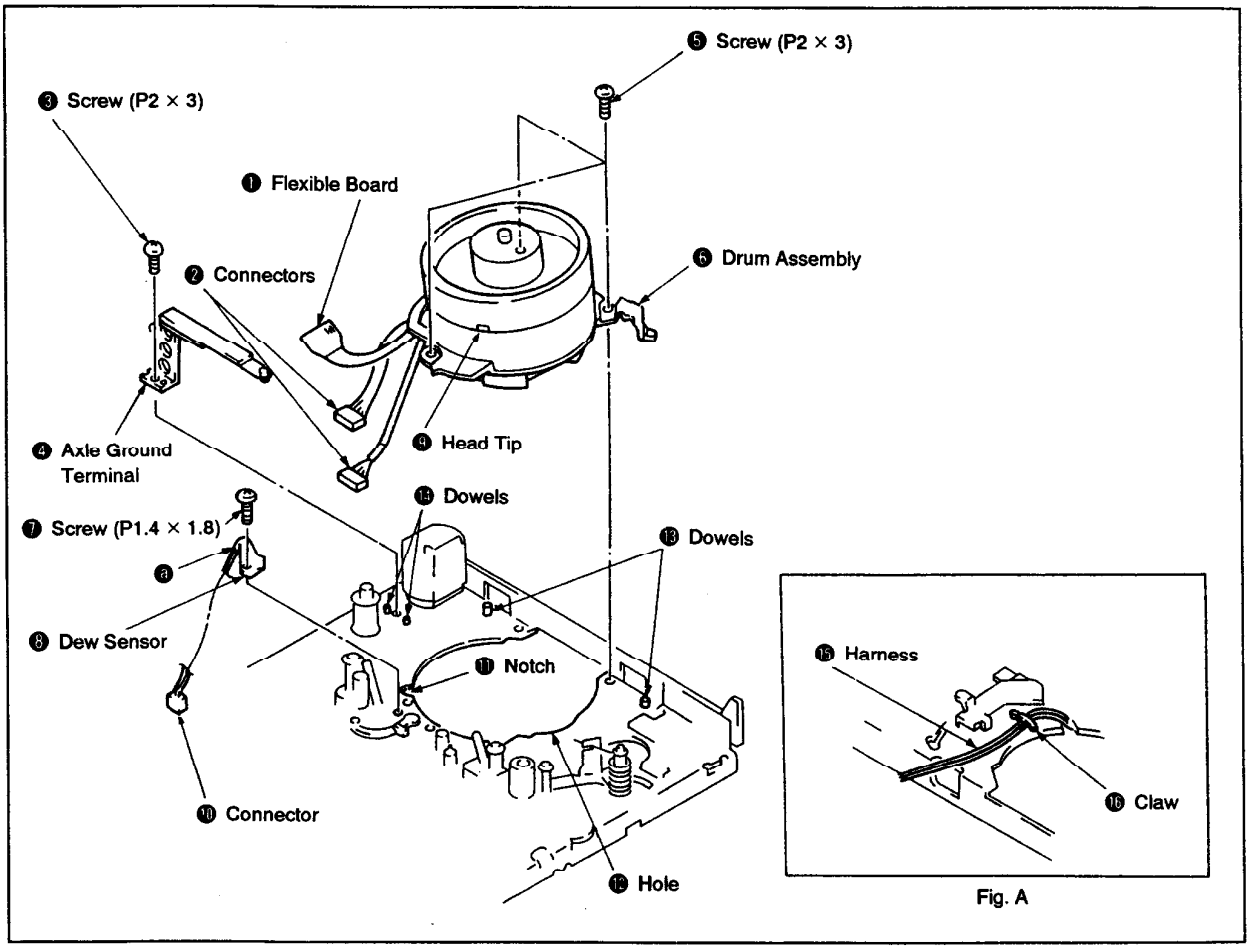


Fig. 3-14.

3-14. EJECT LEVER, SWITCH LEVER ASSEMBLY, PINCH ROLLER SUB ARM ASSEMBLY

1. Removal (See Fig. 3-15.)

1) Remove the DC motor (capstan motor) as described in section 3-3.
2) Set the STOP mode.
3) Remove the claw ❶, then remove the eject lever ❷.
4) Remove the stopper washer ❸, then remove the switch lever assembly ❹.
5) Remove the pinch roller load spring ❺.
6) Remove the stopper washer ❻, then remove the pinch roller sub arm assembly ❼.

2. Installation (See Fig. 3-15.)

1) Grease the axle ❽ (See Fig. A).
2) Assemble by inserting ⓒ part of the pinch roller sub arm assembly ❼ into the slot ❾, then insert the pin ❿ into the loading lever assembly notch ⓫.
3) Secure with the stopper washer ❻.
4) Mount the pinch roller load spring ❺ by catching its ⓑ end between the claw ⓬ and the chassis side and its ⓒ end to the claw ⓬.
5) Apply half a drop of oil to the axle ⓭ (See Fig. B).
6) Align the groove ⓮ of the switch lever assembly ❹ with the mode detector switch protrusion ⓯, mount it on the axle ⓭, then insert the pin ⓰ into the drive gear (left) assembly ⓱ outer groove.
7) Secure with the stopper washer ❸.
8) Mount the eject lever ❷ and close the claw ❶.
9) Mount the DC motor (capstan motor) as described in section 3-3.

Note: When mounting the switch lever assembly ❹ onto the axle ⓭ with the tension regulator arm assembly installed, set the pin ⓲ to the arrow Ⓐ side of the switch lever assembly ❹.

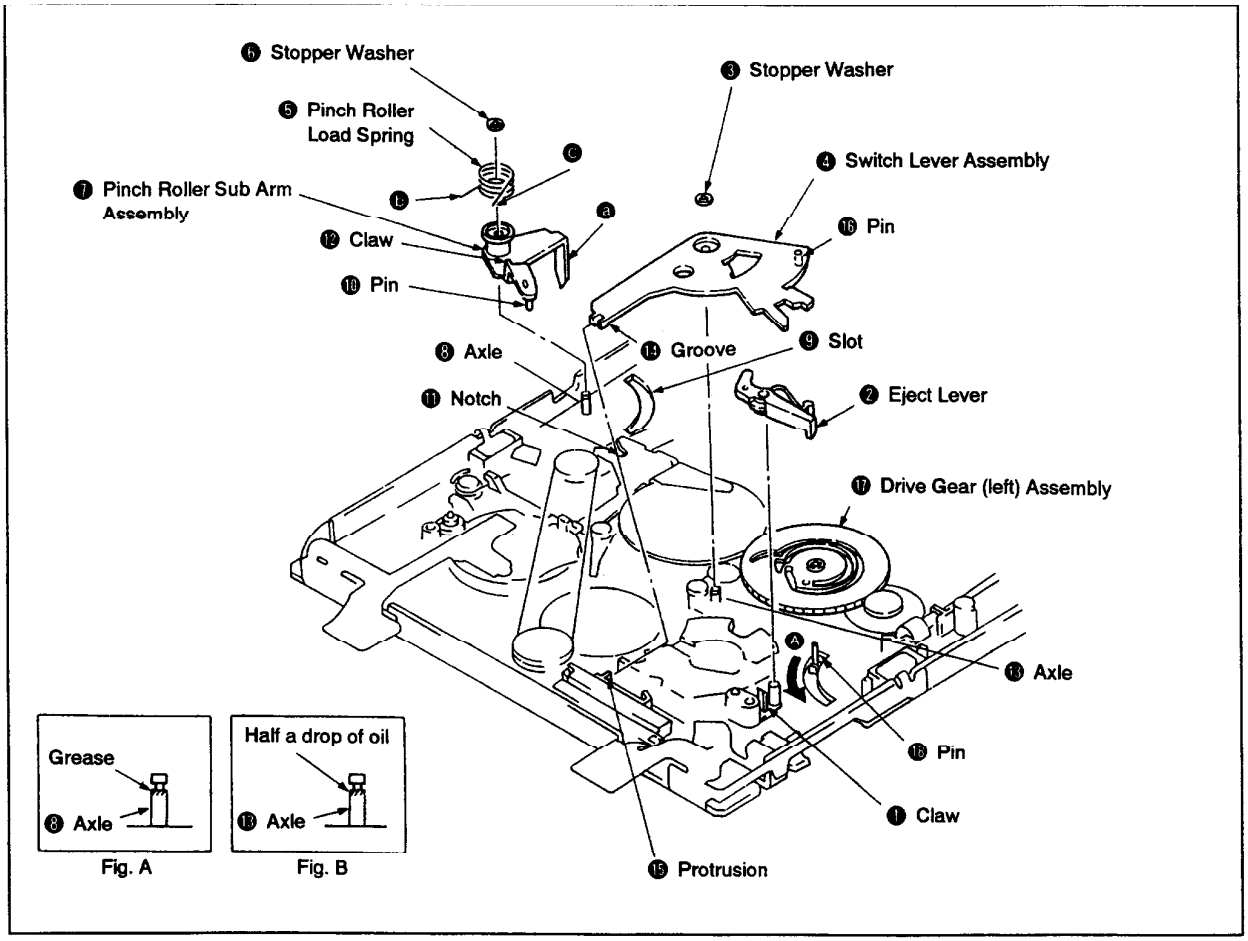


Fig. 3-15.

3-15. TIMING BELT (L) , RC GEAR ASSEMBLY, LOADING LEVER ASSEMBLY, TIMING BELT (S), CONNECTING GEAR ASSEMBLY

1. Removal (See Fig. 3-16.)

1) Remove the DC motor (capstan motor) as described in section 3-3.
2) Remove the pinch roller sub arm assembly as described in section 3-14.
3) Set the STOP mode.
4) Remove the stopper washer ❶ , then remove the RC gear assembly ❷ from the axle ❹ with the timing belt (L) ❸ attached.
5) Remove the timing belt (L) ❸ from the idler pulley assembly ❺ .
6) Remove the stopper washer ❻ and remove the loading lever assembly ❽ while pushing the claw ❼ in the direction of the arrow Ⓐ .
7) Turn the stopper ❾ approx. 90 ° in the direction of the arrow Ⓑ .
8) Remove the connecting gear assembly ⓫ from the axle ⓰ with the timing belt (S) ⓾ attached.
9) Remove the timing belt (S) ⓾ from the idler pulley assembly ❺ .

Note: When removing the connecting gear ⓫ , take care not touch the flange section ⓑ .

2. Installation (See Fig. 3-16.)

1) Apply half a drop of oil to the axle ⓯ (See Fig. F).
2) Hook one end of the timing belt (S) ⓾ onto the connecting gear assembly ⓫ and the other end onto gear ⓓ of the idler pulley assembly ❺ . (Refer to the figure.)
3) Mount the connecting gear assembly ⓫ with the timing belt (S) ⓾ attached to the axle ⓰ .
4) Turn the stopper ❾ in the direction of the arrow Ⓒ as far as it will go.
5) Apply half a drop of oil to the axle ⓬ (See Fig. A).
6) Fit the loading lever assembly ❾ to the axle ⓬ , secure the ❾ part with the claw ❼ and place the pin ⓭ into the groove of the drive gear (right) assembly ⓮ .
7) Install the stopper washer ❻ .
8) Place the timing belt (L) ❸ around the gears of the RC gear assembly ❷ indicated in Fig. B, and its opposite side around the gear Ⓒ of the idler pulley assembly ❺ . (See Fig. E.)
9) Mount the RC gear assembly ❷ onto the axle ❹ with the timing belt (L) ❸ attached, and engage it with the gear of the RK gear assembly ⓯ .
10) Install the stopper washer ❶ .
11) Grease parts of the loading lever assembly ❽ indicated in Fig. C.
12) Mount the pinch roller sub arm assembly as described in section 3-14.
13) Mount the DC motor (capstan motor) as described in section 3-3.

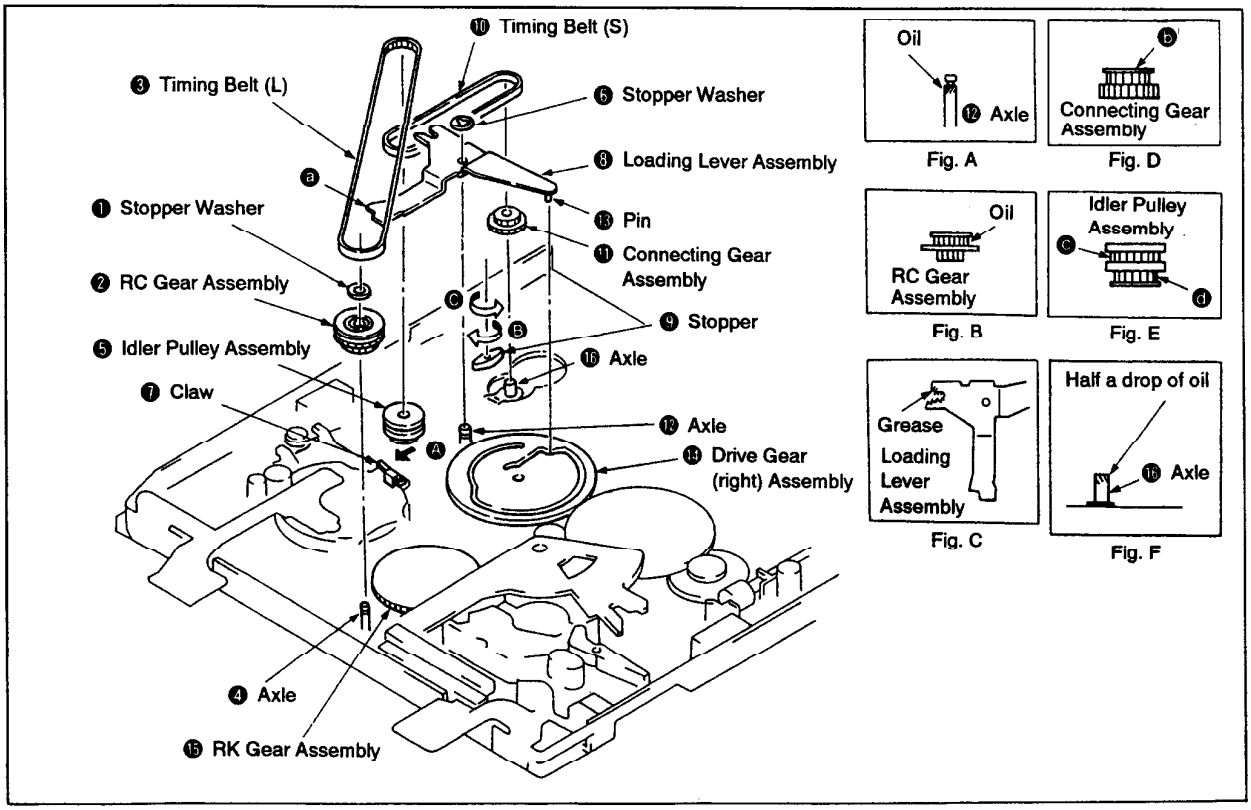


Fig. 3-16.

3-16. IDLER PULLEY, TS BRAKE ASSEMBLY, LB GEAR ASSEMBLY, RK GEAR ASSEMBLY

1. Removal (See Fig. 3-17.)

1) Remove the DC motor (capstan motor) as described in section 3-3.
2) Remove the switch lever assembly as described in section 3-14.
3) Remove the timing belt (L), the RC gear assembly, the loading lever assembly, the timing belt (S) and the connecting gear assembly described in section 3-15.
4) Set the STOP mode.
5) Remove the stopper washer ❶, then remove the idler pulley ❷.
6) Open the claw ❸, then remove the TS brake assembly ❹.
7) Remove the torsion coil spring (LB) ❺.
8) Remove the stopper washer ❻, then remove the LB gear assembly ❼.
9) Remove the RK gear assembly ❽.

Note: When removing the idler pulley ❷, take care not to touch the flange section ⓐ. (See Fig. C.)

2. Installation (See Fig. 3-17.)

1) Apply half a drop of oil to the axle ❾ (See Fig. A).
2) Mount the RK gear assembly ❽ onto the axle ❾, keeping it in horizontal position.
3) Apply half a drop of oil to the axle ❿ (See Fig. B).
4) Mount the LB gear assembly ❼ onto the axle ❿ and secure it with the stopper washer ❻.
5) Insert the torsion coil spring (LB) ❺ into the axle ⓫, then hook it to the mechanism chassis notch ⓬ and to the tab ⓭.
6) Mount the TS brake assembly ❹ and close the claw ❸.
7) Apply half a drop of oil to the axle ⓰ (See Fig. D).
8) Mount the idler pulley ❷ onto the axle ⓰, then secure it with the stopper washer ❶.
9) Mount the timing belt (L), the RC gear assembly, the loading lever assembly, the timing belt (S) and the connecting gear assembly as described in section 3-15.
10) Mount the switch lever assembly as described in section 3-14.
11) Mount the DC motor (capstan motor) as described in section 3-3.

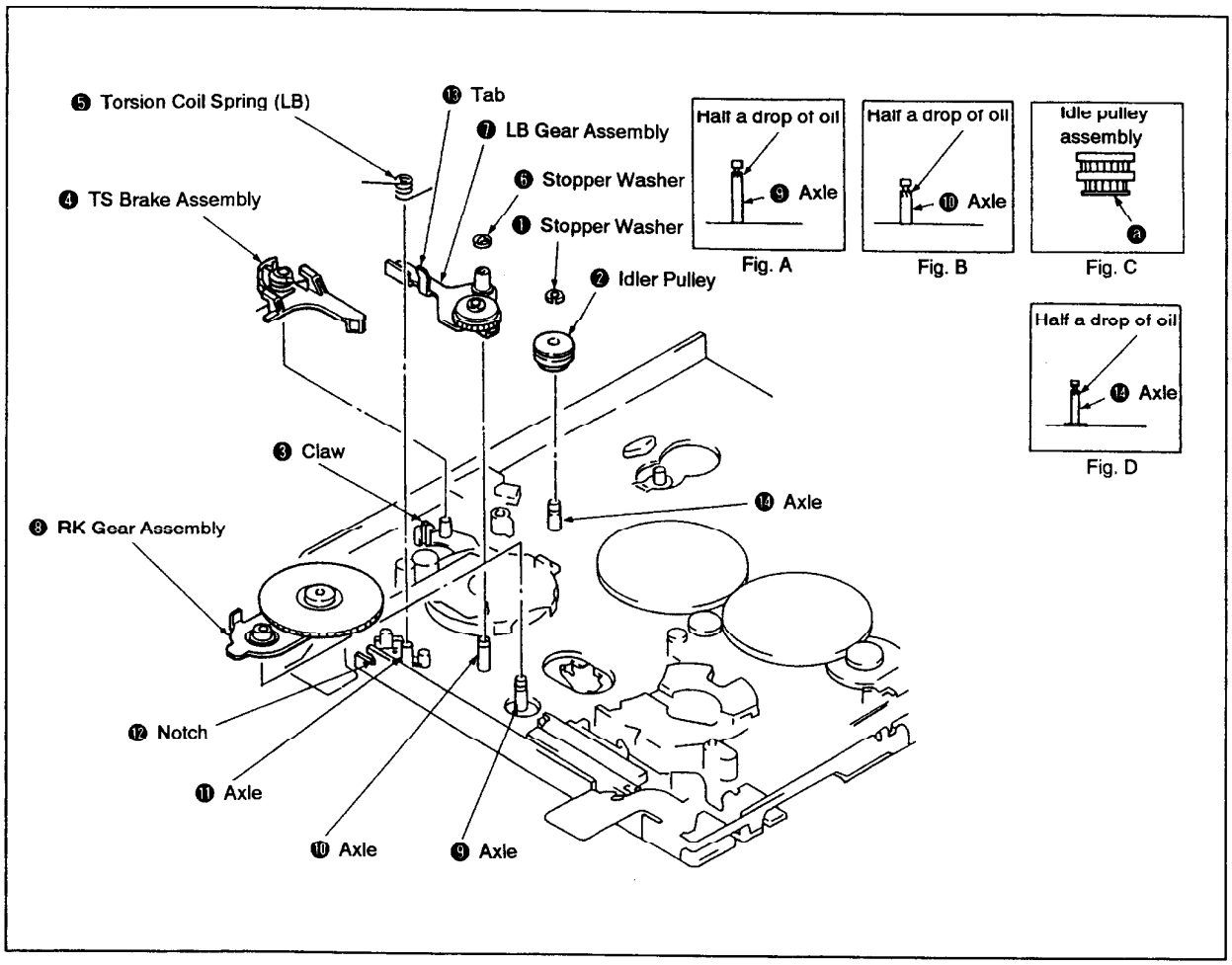


Fig. 3-17.

3-17. UL GEAR, UL BRAKE, UL ARM, LB PLATE SPRING

1. Removal (See Fig. 3-18.)

1) Remove the switch lever assembly as described in section 3-14.
2) Remove the stopper washer ❶, then remove the UL gear ❷.
3) Remove the UL arm ❸, the 1.6 mm-diameter poly washer ❹ and the LB plate spring ❺.
4) Remove the UL brake ❻.

2. Installation (See Fig. 3-18.)

1) Mount the UL brake ❻.
2) Apply half a drop of oil to the axle ❼ (See Fig. A).
3) Mount the LB plate spring ❺ to the axle ❼ as shown in Fig. B, then install the 1.6mm-diameter poly washer ❹.
4) Mount the UL arm ❸ to the axle ❼ so that the protrusion ❽ comes into the groove ❾ of the UL brake ❻.
5) Mount the UL gear ❷ to the axle ❼ and engage it with the gear of the drive gear (left) assembly ❿.
6) Install the stopper washer ❶.
7) Mount the switch lever assembly as described in section 3-14.

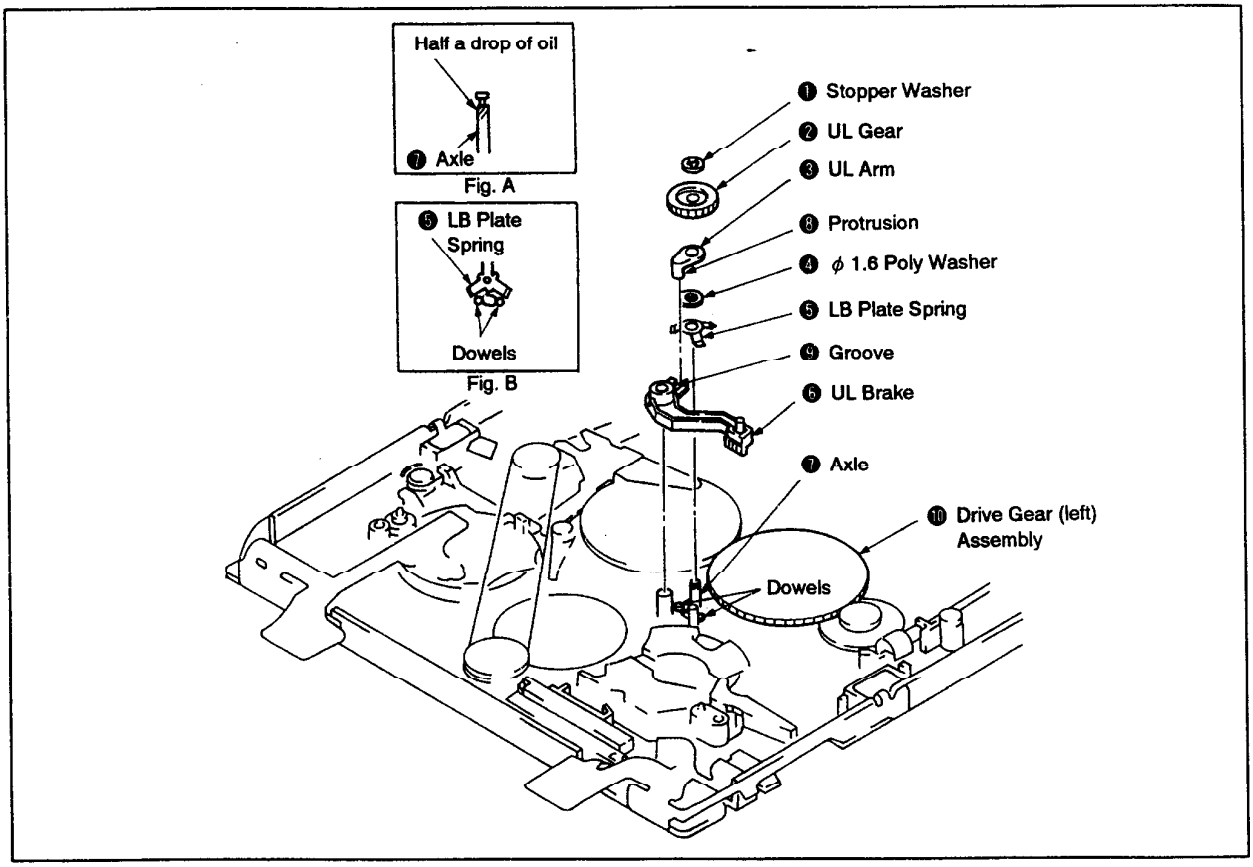


Fig. 3-18.

3-18. COASTER (RIGHT) ASSEMBLY, DRIVE GEAR (RIGHT) ASSEMBLY

1. Removal (See Fig. 3-19.)

1) Remove the DC motor (capstan motor) as described in section 3-3.
2) Remove the drum unit as described in section 3-13.
3) Remove the switch lever assembly as described in section 3-14.
4) Remove the timing belt (L) , the RC gear assembly and the loading lever assembly as described in section 3-15.
5) Set the STOP mode.
6) Remove the screw ❶ , then remove the coaster plate spring ❷ and the coaster (right) assembly ❸ .
7) Remove the two screws ❹ , then remove the reinforcing plate TT ❺ .
8) Remove the stopper washer 1.5 ❻ , then remove the drive gear (right) assembly ❼ .

2. Installation (See Fig. 3-19.)

1) Grease the points of the mechanism chassis shown in Fig A.
2) Apply half a drop of oil to the axle ❽ (See Fig. F).
3) Grease pin ❾ , axle ❿ and dowel ⓮ of the coaster (right) assembly ❸ (See Fig. D).
4) Mount by aligning the pin ❾ and the axle ❿ with the slot ⓫ of the mechanism chassis.
5) Move the brake release arm ⓬ in the direction of the arrow Ⓐ to put it out of the way.
6) Mount the drive gear (right) assembly ❼ to the axle ❽ , and engage it with the drive gear (left) assembly ⓭ as shown in Fig. B.
7) Align the ⓒ part with the ⓓ part, and the hole ⓯ with the pin ❾ of the coaster (right) assembly ❸ .
8) Install the stopper washer 1.5 ❻ .
9) Mount by aligning the coaster plate spring ❷ with the axle ❿ of the coaster (right) assembly ❸ and pin ❾ , then secure with the screw ❶ .
10) Mount the reinforcing plate TT ❺ aligning it with the dowel ⓯ , then tighten the two screws ❹ in the indicated order.
11) Grease the points indicated in Figs. C and E.
12) Mount the timing belt (L) , the RC gear assembly and the loading lever assembly as described in section 3-15.
13) Mount the switch lever assembly as described in section 3-14.
14) Mount the drum unit as described in section 3-13.
15) Mount the DC motor (capstan motor) as described in section 3-3.

Note: • Screw ❶ should be tightened with a tightening torque of approx. 500g•cm. If tightened too much, the coaster (right) assembly ❸ and the coaster plate spring ❷ will be deformed.
• After installing, be sure to perform tape path adjustment as described in section 4.

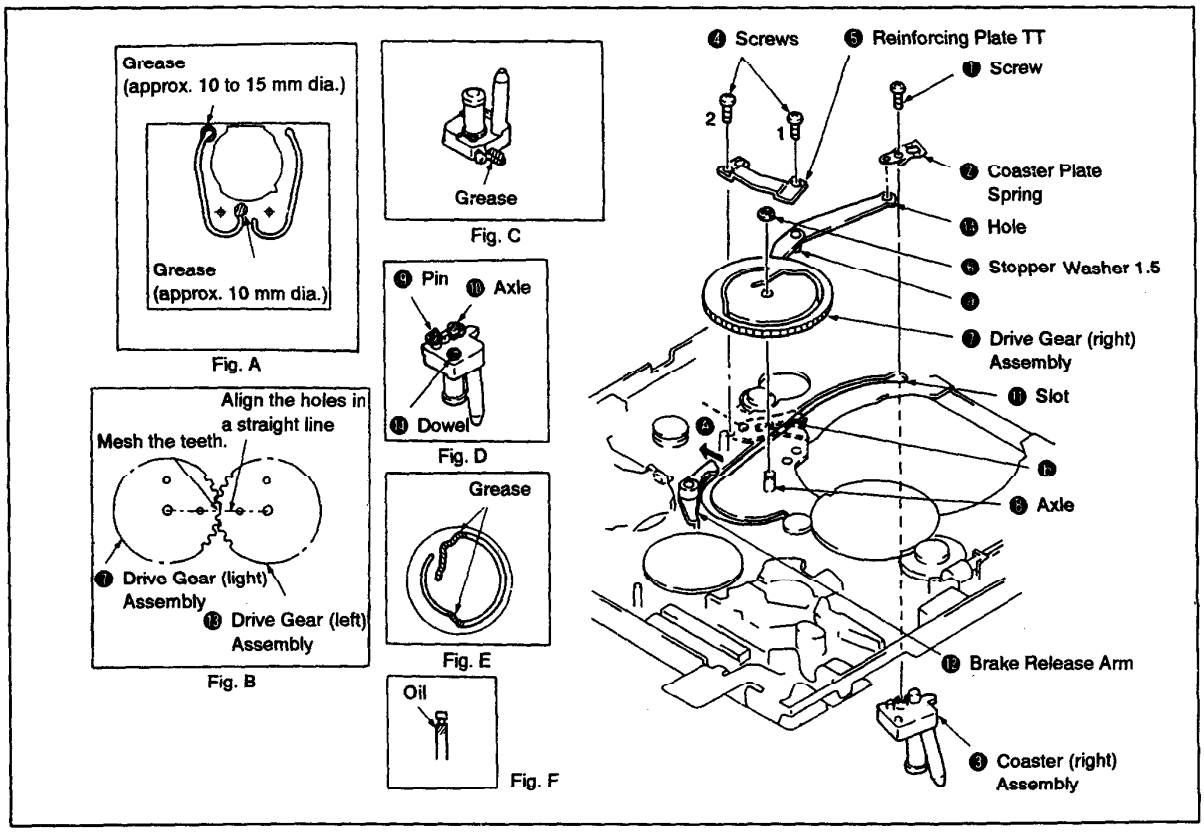


Fig. 3-19.

3-19. COASTER (LEFT) ASSEMBLY, DRIVE GEAR (LEFT) ASSEMBLY

1. Removal (See Fig. 3-20.)

1) Remove the DC motor (capstan motor) as described in section 3-3.
2) Remove the drum assembly as described in section 3-13.
3) Remove the switch lever assembly and the pinch roller sub-arm assembly as described in section 3-14.
4) Remove the timing belt (L), the RC gear assembly and the loading lever assembly as described in section 3-15.
5) Remove the coaster (right) assembly and the drive gear (right)assembly as described in section 3-18.
6) Remove the screw ❶, then remove the coaster plate spring ❷ and the coaster (left) assembly ❸.
7) Remove the two screws ❹, then remove the reinforcing plate SS assembly ❺.
8) Remove the stopper washer 1.5 ❻, then remove the drive gear (left) assembly ❼.

2. Installation (See Fig. 3-20.)

1) Grease the points of the mechanism chassis shown in Fig A.
2) Apply half a drop of oil to the axle ❽ (See Fig. E).
3) Grease pin ❾, axle ❿ and dowel ⓯ of the coaster (left) assembly ❸ (See Fig. B).
4) Mount by aligning the pin ❾ and the axle ❿ with the slot ⓫ of the mechanism chassis.
5) Fit the drive gear (left) assembly ❼ to the axle ❽, and mount so that the gear engages with the wheel gear ⓬ and the UL gear ⓭.
6) Align the ⓐ part with the slot ⓫, and the hole ⓮ with the pin ❾ of the coaster (left) assembly ❸.
7) Install the stopper washer 1.5 ❻.
8) Mount by aligning the coaster plate spring ❷ with the axle ❿ and pin ❾ of the coaster (left) assembly ❸, then secure with the screw ❶.
9) Mount the reinforcing plate SS assembly ❺ aligning it with the dowel ⓯, then tighten the two screws ❹ in the indicated order.
10) Grease points indicated in Figs. C and D.
11) Mount the coaster (right) assembly and the drive gear (right)assembly as described in section 3-18.
12) Mount the timing belt (L), the RC gear assembly and the loading lever assembly as described in section 3-15.
13) Mount the switch lever assembly and the pinch roller sub arm assembly as described in section 3-14.
14) Mount the drum assembly as described in section 3-13.
15) Mount the DC motor (capstan motor) as described in section 3-3.

Note:
- Screw ❶ should be tightened with a tightening torque of approx. 500g•cm. If tightened too much, the coaster (right) assembly ❸ and the coaster plate spring ❷ will be deformed.
- After installing, be sure to perform tape path adjustment as described in section 4.

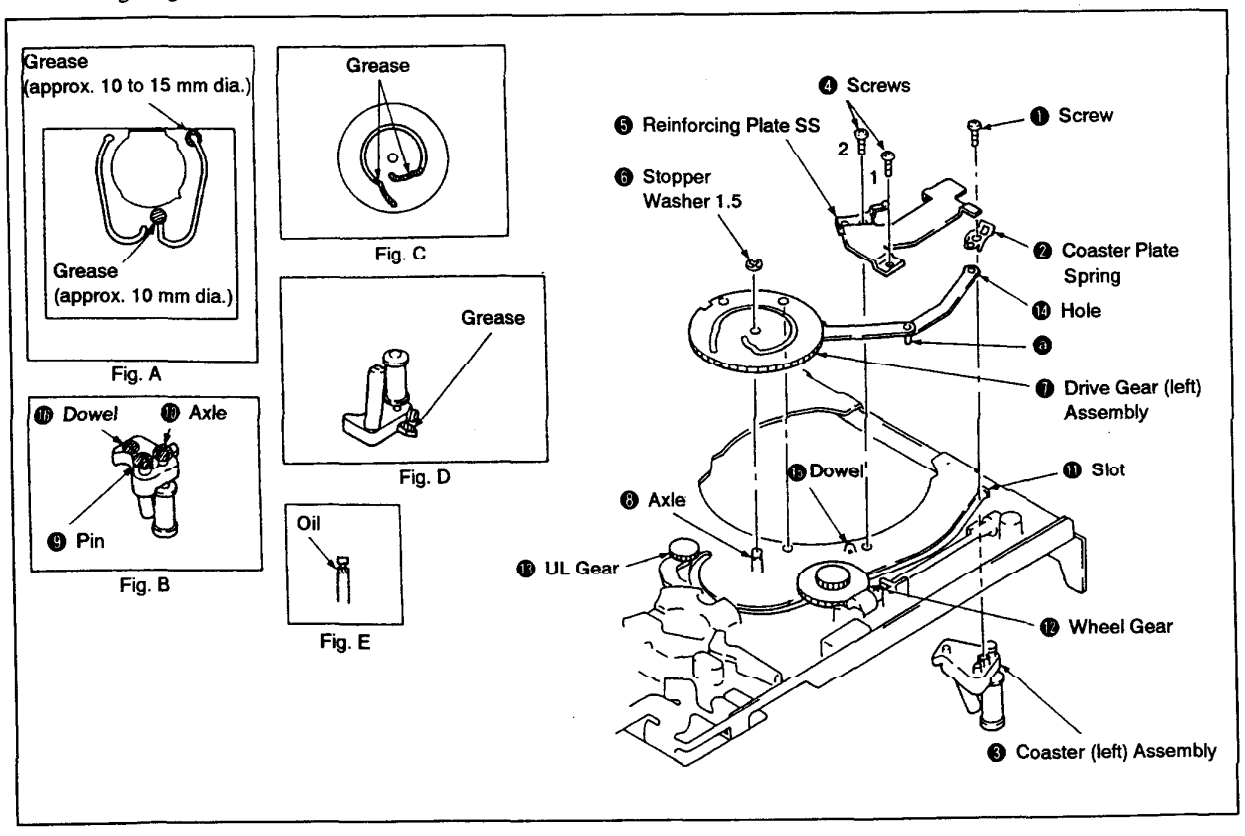


Fig. 3-20.

3-20. LOADING MOTOR, BRAKE RELEASE ARM, WHEEL GEAR, WORM ASSEMBLY

1. Removal (See Fig. 3-21.)

1) Remove the DC motor (capstan motor) as described in section 3-3.
2) Remove the switch lever assembly and the pinch roller sub arm assembly as described in section 3-14.
3) Remove the timing belt (L), the RC gear assembly and the loading lever assembly as described in section 3-15.
4) Remove the drive gear (right) assembly as described in section 3-18.
5) Remove the drive gear (left) assembly as described in section 3-19.
6) Remove the two screws ❶, then remove the loading motor assembly ❷.
7) Remove the brake release arm ❸.
8) Remove the stopper washer ❹, then remove the wheel gear ❺.
9) Remove the worm assembly ❻ from the six claws ❼.

2. Installation (See Fig. 3-21.)

1) Mount the worm assembly ❻, matching it to the six claws ❼.
2) Grease the shaded parts of the worm assembly ❻ (five places) (see Fig A).
3) Apply half a drop of oil to the axle ❽ (See Fig. B).
4) Fit the wheel gear ❺ to the axle ❽ and engage it with the gear of the worm assembly ❻.
5) Mount the brake release arm ❸.
6) Grease the whole perimeter of the gear of the loading motor assembly ❷.
7) Align the loading motor assembly ❷ with the mechanism chassis and secure it with the two screws ❷.
8) Mount the drive gear (left) assembly as described in section 3-19.
9) Mount the drive gear (right) assembly as described in section 3-18.
10) Mount the timing belt (L), the RC gear assembly and the loading lever assembly as described in section 3-15.
11) Mount the switch lever assembly and the pinch roller sub arm assembly as described in section 3-14.
12) Mount the DC motor (capstan motor) as described in section 3-3.

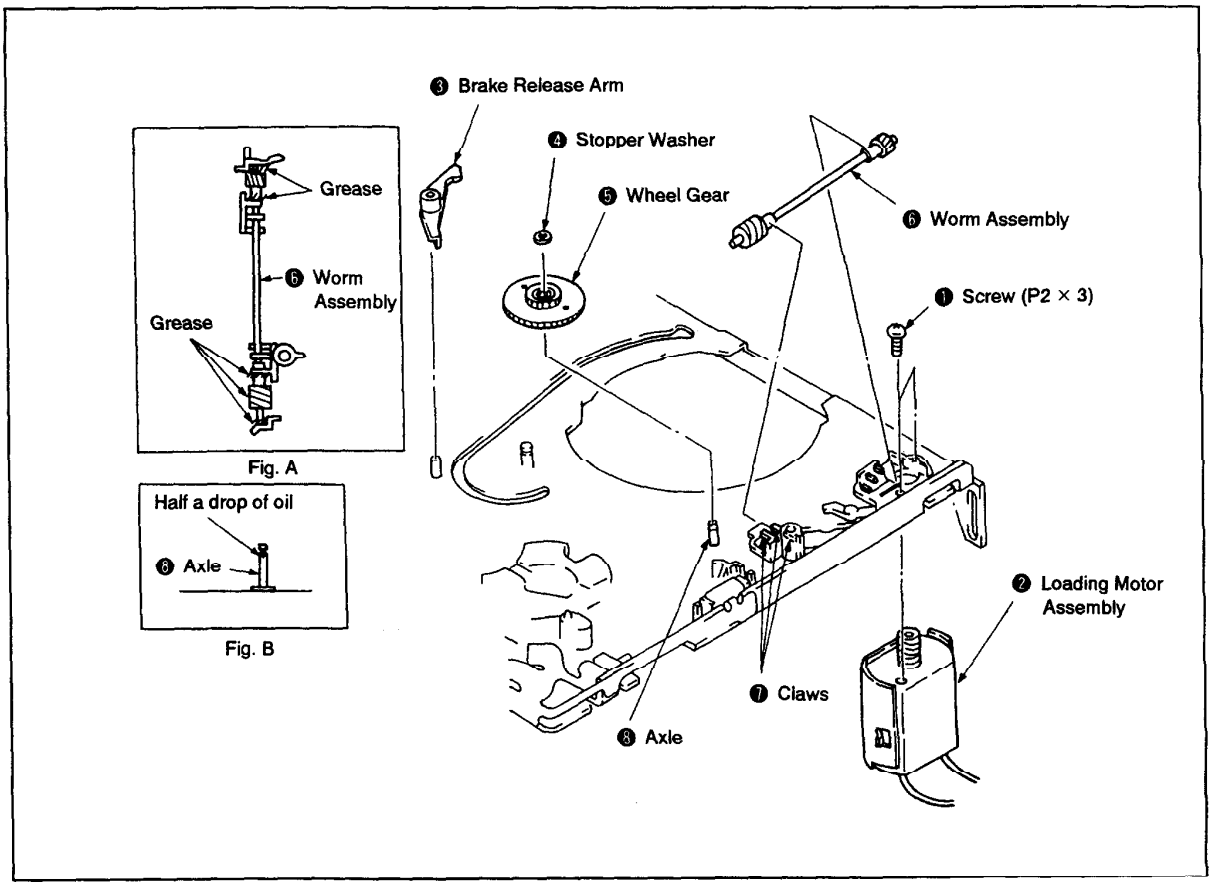


Fig. 3-21.

3-21. ROTARY UPPER DRUM REPLACEMENT

1. Removal

- If possible, make a recording before removal.

1) Detach the six solderings ⓫, then use a pair of tweezers or the like to confirm that the terminals passing through the board holes from below can move freely.
2) Remove the two screws ❶ (See Fig. 3-22).
3) Mount the jig ❹ (Ref. No. J-7) with the two supplied screws ❷, then screw the attached hexagon socket screws ❸ to the jig ❹. The rotary upper drum ❺ will move upward and come off (See Fig. 3-23).

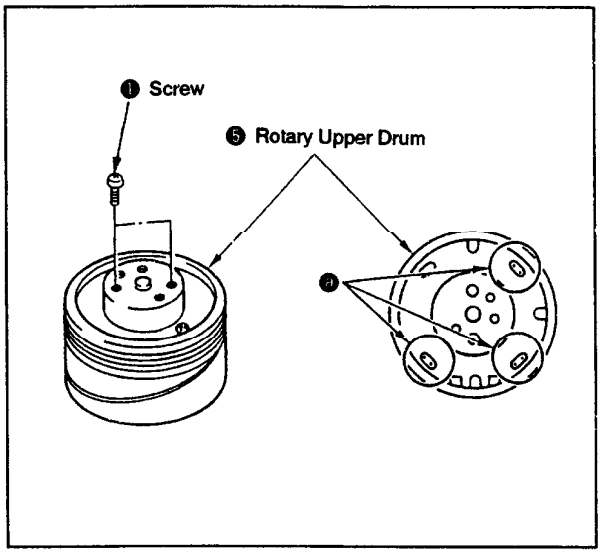


Fig. 3-22.

2. Installation

1) Wipe clean the flange surface and the rotary upper drum ❺ surface that makes contact with it, and confirm that they are free from dirt and scratches.
2) Insert the jig ❼ (Ref. No. J-7) into the drum positioning hole, then set the rotary upper drum ❺ by passing the jig through its positioning hole ❻.
   Note: Confirm that the terminals ❽ protrude slightly from the rotary upper drum board holes (See Fig. 3-24).
3) Remove the jig ❼ and push down the rotary upper drum ❺ gently by hand. If it does not go all the way down, secure it temporarily by tightening the two hexagon socket screws ❶ alternately.
4) Insert the jig ❼ into the positioning hole ❻ again and confirm that it goes in smoothly. If it does not, loosen the two screws ❶, repeat step 3 of the Removal paragraph and restart the setting procedure.
5) Tighten the screws ❶.
6) Solder the terminals ❽ (❷ in Fig. 3-22).
   Note: Take care that no solder flows below the board.

Note: After installing, be sure to perform tape path adjustment as described in section 4.

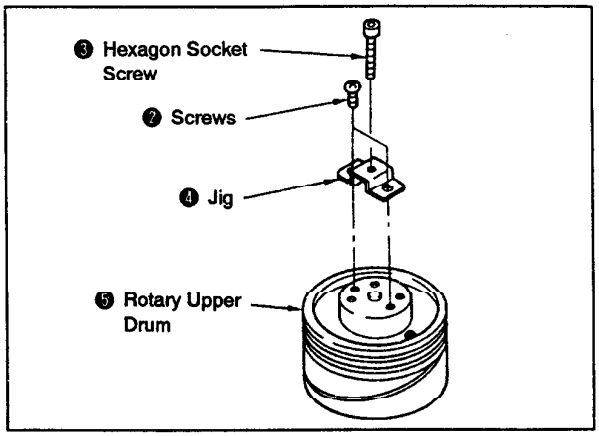


Fig. 3-23.

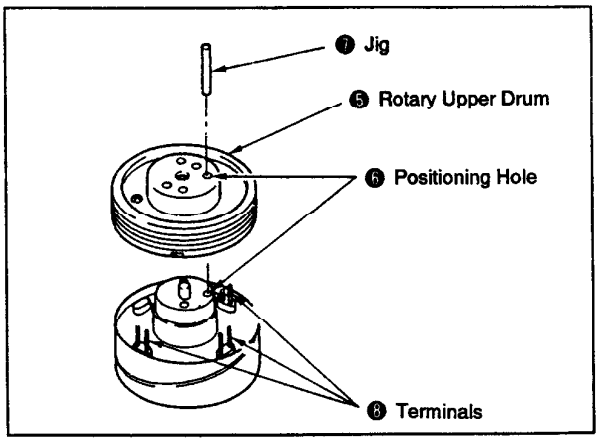


Fig. 3-24.

3-22. FWD BACK TENSION (See Fig. 3-25.)

1) Set the torque cassette (Ref. No. J-6).
2) Set the FWD mode and confirm that S reel table torque value is within 9 to 13 g•cm.
3) If the torque value does not meet the specification, adjust the adjust arm ❶.

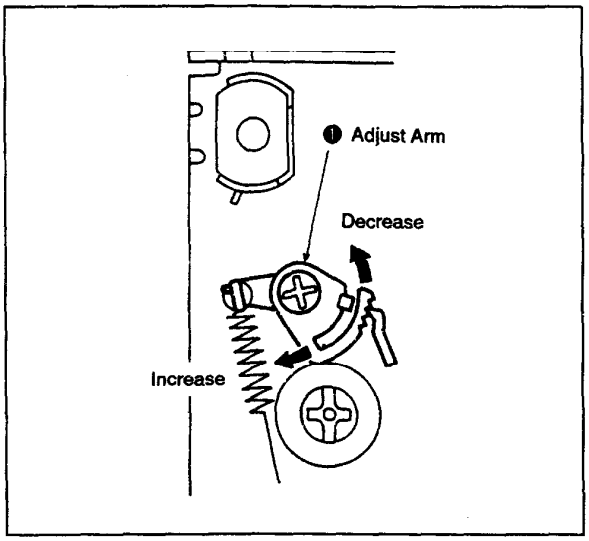


Fig. 3-25.

3-23. REEL TORQUE CHECK

1) Set the torque cassette.
2) Set the FWD mode and confirm that T reel table torque value is within 7 to 15 g•cm.
3) Set the REV mode and confirm that S reel table torque value is within 29 ± 6 g•cm.
4) Set the REV mode and confirm that T reel table torque value is within 13 to 25 g•cm.
5) If a torque value does not meet the specifications above, replace the corresponding reel table.

4. TAPE PATH ADJUSTMENT

[The Track Shift Mode]

In the 8 mm video system, instantaneous tape speed control is performed using four kinds of pilot signals, and high-precision tracking is achieved through the ATF (Automatic Track Finding) system. This makes a tracking control knob unnecessary and allows for precise tracing.

On the other hand, however, tape path adjustment presents some difficulties when the ATF system is used. Namely, since the ATF system will automatically compensate to some degree for head tracing errors, thorough adjustment is not possible.

This can be solved by setting the track shift mode for tracking fine adjustment. ATF will be compulsorily activated, shifting the tracking amount by a fixed amount (approx. 1/4) and thus making tracking fine adjustment easy. Furthermore, no track shift jigs are required.

4-1. TRACK SHIFT MODE SETTING

[Setting Procedure]

- Connect the TEST A and TEST B terminals to the COM terminal.

  Example:

  NTSC ····· GV-8

  PAL ····· GV-8E

  Connect Pins ① and pin ③ of CN017 on the { SV-34 board (GV-8) / SV-35 board (GV-8E) } to pin ② of it. (See Fig. 4-1)

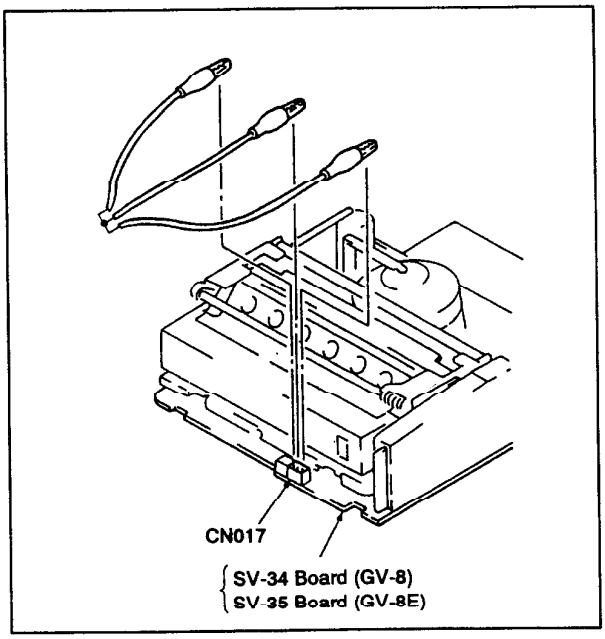
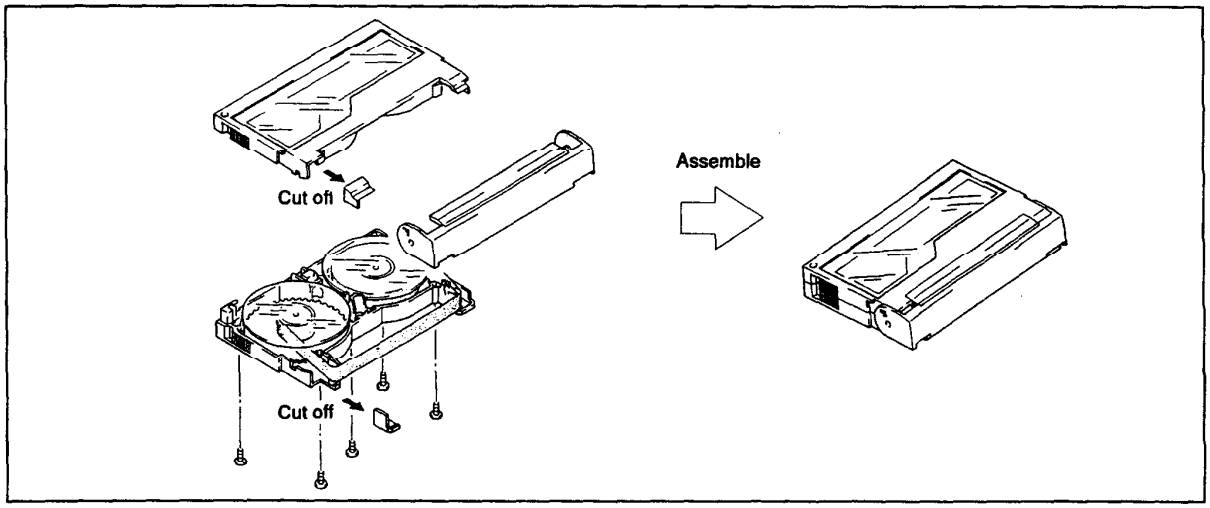


Fig. 4-1.

[Note on Adjustment of No.7 Guide (TG-7)]

The height adjustment screw for No.7 guide (TG-7) is located at some distance from the guide (refer to Fig. 4-2).

Therefore, when performing section 4-6. No.7 Guide (TG-7) Adjustment it is convenient to use the alignment tape for tracking (Ref. No. J-5), modified as follows, and perform adjustment in playback mode.



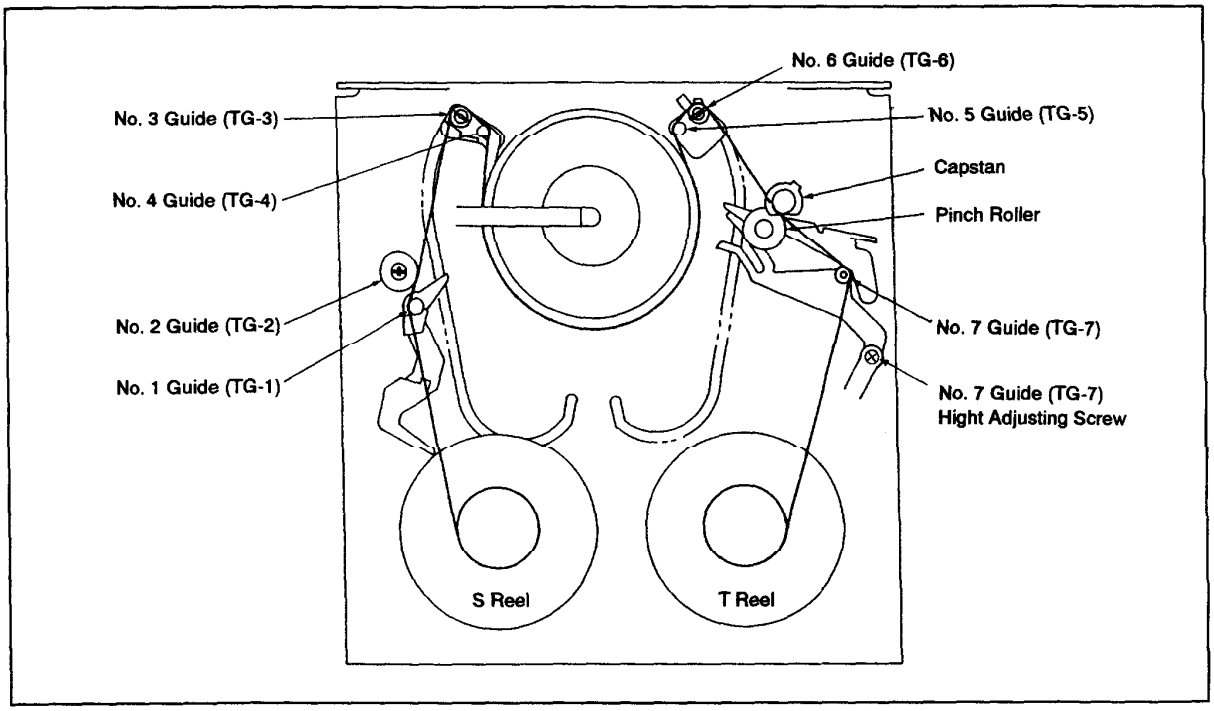


Fig. 4-2.

4-2. PREPARATIONS FOR ADJUSTMENT

1) Clean tape path surfaces (tape guides, drum, capstan shaft, pinch roller) (See Fig. 4-2).
2) Connection of oscilloscope and output method of waveform.
   CH 1: RF signal output of the drum head (V RF OUT)
   Method for signal output:
   Short-circuit the external trigger output (RF SW. P) and GND.

   Example:
   NTSC ····· GV-8
   PAL ····· GV-8E
   CH 1: Pin ③ (V RF OUT) of CN018 on the
   { SV-34 board (GV-8)
   { SV-35 board (GV-8E)
   Method for signal output:
   Short-circuit pin ① (GND) and pin ② (RF SW.P) of CN018 on the
   { SV-34 board (GV-8)
   { SV-35 board (GV-8E)
3) Play back the alignment tape for tracking adjustment (Ref. No. J-5).
4) Confirm that both the entrance and exit side RF waveforms of the oscilloscope are flat (See Fig. 4-4). If they are not, adjust as follows.

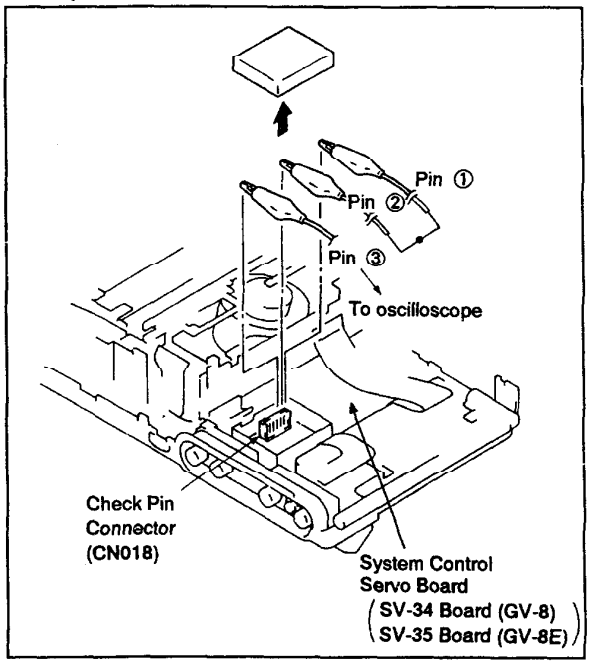


Fig. 4-3.

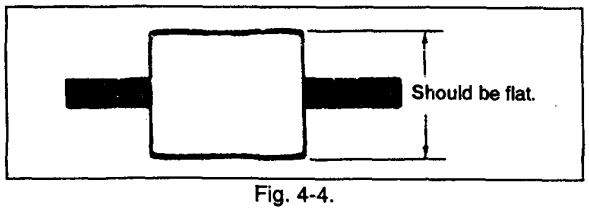


Fig. 4-4.

4-3. TRACKING ADJUSTMENT (See Fig. 4-5.)

1) Play back the alignment tape for tracking adjustment.
2) Pass a hexagonal wrench, screwdriver (Ref. No. J-11) or the like through the hole ❶, loosen the lockscrew ❷ a little, then make the entrance side waveform flat by turning the No. 3 guide (TG-3) ❸.
3) Pass a hexagonal wrench, screwdriver or the like through the hole ❹, loosen the lockscrew ❺ a little, then make the exit side waveform flat by turning the No. 6 guide (TG-6) ❻.

Note: Take care not to loosen lockscrews too much, since guides come loose easily.

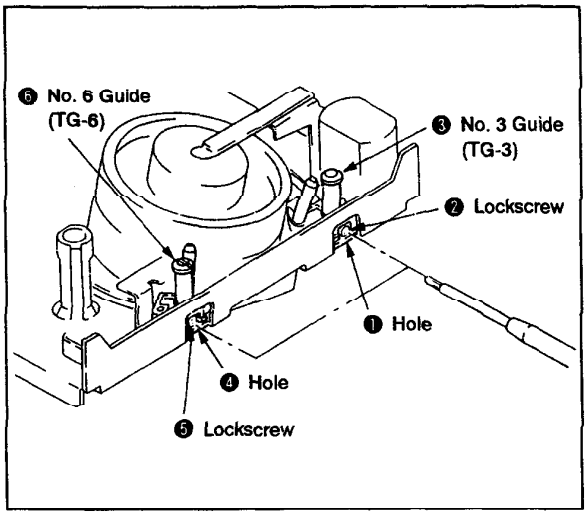


Fig. 4-5.

4-4. TRACKING FINE ADJUSTMENT (See Figs. 4-5. and 4-6.)

1) Play back the alignment tape for tracking adjustment and set the track shift mode.
2) Confirm whether the waveform is flat. If it is not, turn the No. 3 (TG-3) and No. 6 (TG-6) guides so that it becomes flat.
3) Fix the No. 3 guide ❸ by tightening its lockscrew ❷. Then confirm that the entrance side waveform has not changed.
4) Fix the No. 6 guide ❻ by tightening its lockscrew ❺. Then confirm that the exit side waveform has not changed.

Note: The set screws ❷ and ❺ should be tightened with a tightening torgue of approx. 200g•cm ± 10%.
If tightened too much, there is danger of damaging the thread.

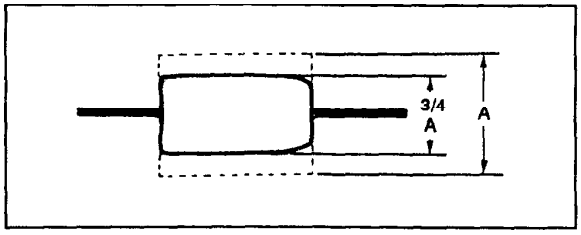


Fig. 4-6.

4-5. No. 2 GUIDE (TG-2) ADJUSTMENT

When the No. 2 guide has been turned or replaced, perform height presetting before this adjustment.

4-5-1. No. 2 Guide (TG-2) Height Presetting (See Fig. 4-7.)

1) Adjust the height from the mechanism chassis upper surface to the TG-2 upper flange ❶ upper surface to 18.6 mm by rotating the TG-2 upper flange ❶.

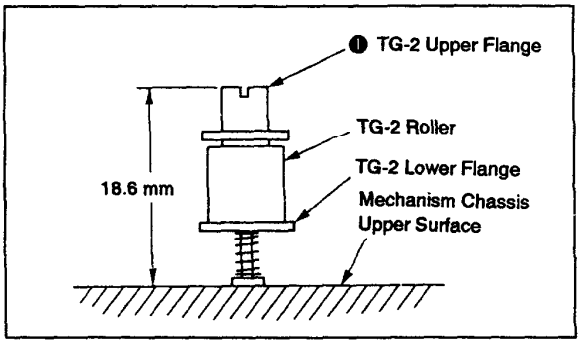


Fig. 4-7.

[Reference]
This U mechanism is equipped with four adjustable guides (TG-2, 3, 6 and 7). To raise or lower the respective guide rotate the corresponding adjustment screw as shown below.

Guide	Guide adjustment	Rotating direction of adjustment screw
TG-2, 3, 6	Raise	Counterclockwise
	Lower	Clockwise
TG-7	Raise	Counterclockwise
	Lower	Clockwise

4-5-2. No. 2 Guide (TG-2) Adjustment (See Figs. 4-8. and 4-9.)

1) Play back a thin tape like the P6-120MP, etc. and set the REV mode.
2) Confirm that the tape is not bent at the lower flange ❷ of the No. 2 guide (TG-2) ❶ (See Fig. 4-8). If it is, turn the upper flange ❸ of the No. 2 guide (TG-2) ❶ clockwise with a screwdriver, lowering it until the tape is straightened.
3) Play back the alignment tape for tracking adjustment.
4) Perform tracking adjustment and tracking fine adjustment as described in sections 4-3. and 4-4.
5) In the track shift mode, CUE/REV the tape, then play it back and confirm that the RF waveform rises flat within 2 seconds.
6) If the waveform is not normal (See Fig. 4-9), turn the upper flange ❸ of the No. 2 guide (TG-2) ❶ 90° counter-clockwise and repeat step 5.
   Repeat steps 5 and 6 until a normal waveform is obtained. Then, confirm that the tracking waveform has not changed. If it has, perform fine adjustment of entrance side tracking and repeat step 5.

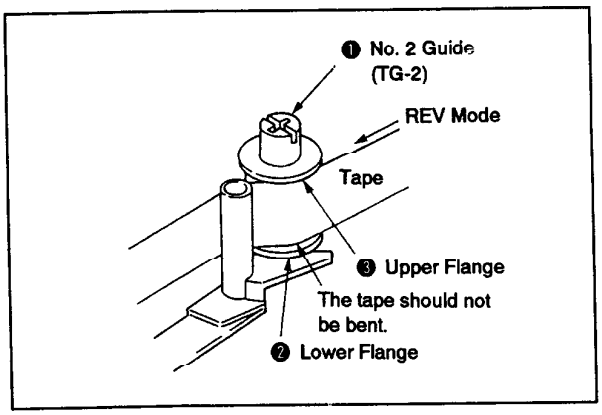


Fig. 4-8.

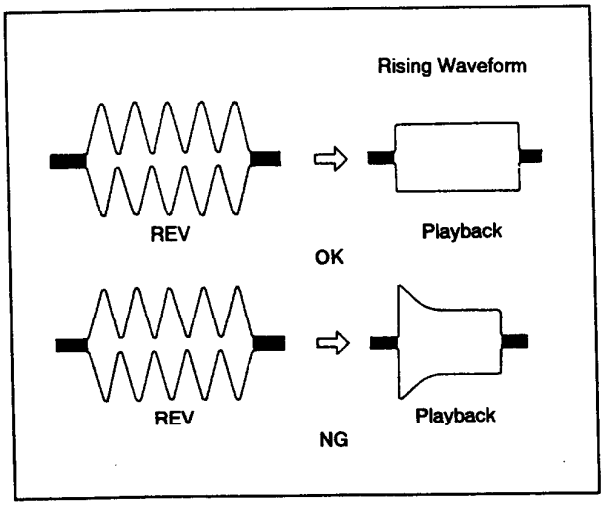


Fig. 4-9.

4-6. No. 7 GUIDE (TG-7) ADJUSTMENT (See Fig. 4-10.)

1) Play back the alignment tape for tracking adjustment and set the REV mode.
2) Confirm that the tape is not bent between the No. 6 guide (TG-6) ❶ and the capstan ❷ . If it is, turn the hight adjusting screw ❹ of the No. 7 guide (TG-7) ❸ until the tape is straightened.
3) Set the playback mode again and confirm that the tape is not bent between the capstan ❷ and the hight adjusting screw ❹ of the No. 7 guide (specification:0.5 mm or less) . If the tape is bent beyond the specification, turn the No. 7 guide (TG-7) ❸ until bending is within the specification (0.5 mm).
   If in the REV mode tape bending between the No. 6 guide (TG-6) ❶ and the capstan ❷ is 0.3 mm or less, adjustment can be considered completed.

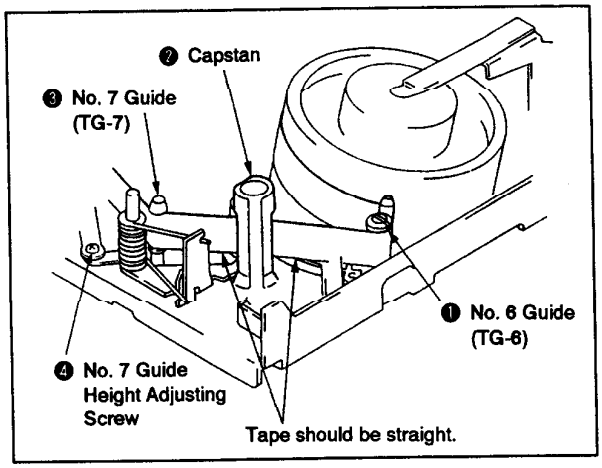


Fig. 4-10.

4-7. CUE AND REV WAVEFORM CHECK (See Fig. 4-11.)

1) Play back the alignment tape for tracking adjustment and set the REV mode. Confirm that waveform peaks maintain a constant pitch of 5 seconds or more (See Fig. 4-11). In case pitch is not constant, perform section 4-4. Tracking Fine Adjustment and section 4-6. No. 7 Guide Adjustment.
2) Set the CUE mode. Confirm that waveform peaks still maintain a constant pitch of 5 seconds or more (See Fig. 4-11). Otherwise, perform section 4-4. Tracking Fine Adjustment.

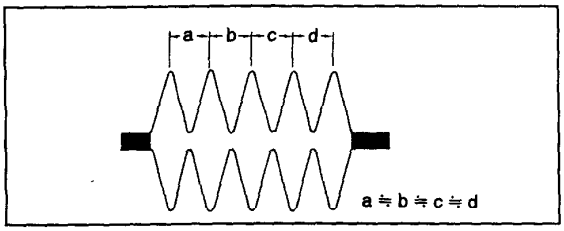


Fig. 4-11.

4-8. CHECK AFTER ADJUSTMENT

4-8-1. Tracking Check

1) Confirm that the amplitude of RF waveform is reduced to approx. 3/4 when the track shift mode is set (See Fig. 4-12).
2) Then, confirm that the minimum amplitude value (EMIN) is 65% of the maximum value (EMAX) or larger (See Fig. 4-13).
3) Confirm that no large fluctuations occur on the waveform (See Fig. 4-14).

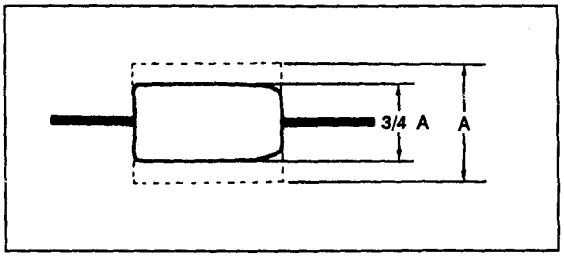


Fig. 4-12.

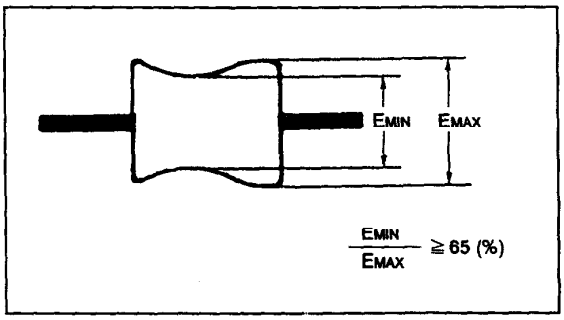


Fig. 4-13.

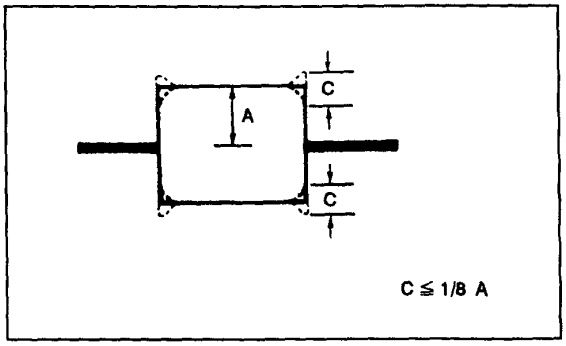


Fig. 4-14.

4-8-2. Rising Check (See Fig. 4-15.)

1) Play back the alignment tape for tracking adjustment.
2) Cancel the track shift mode.
3) Eject the tape, then load it again.
4) Set the playback mode and confirm that the RF waveform rises flat within 2 seconds. Also confirm that the tape is not bent around the pinch roller (See Fig. 4-15).
5) CUE/REV and FF/REW the tape, then play it back and confirm that the RF waveform rises flat within 2 seconds. Also confirm that the tape is not bent around the pinch roller.
6) Repeat steps 3) to 5) once more.

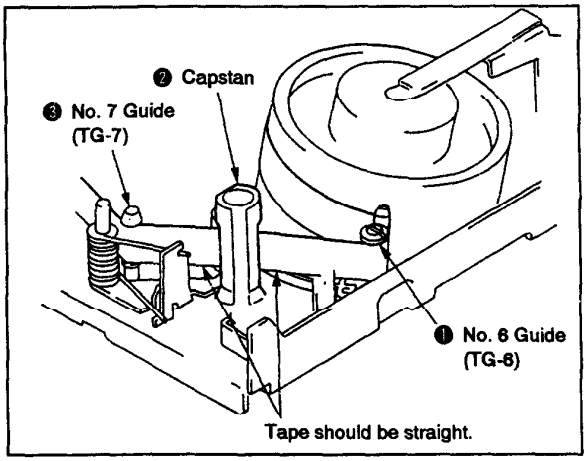


Fig. 4-15.

4-8-3. Tape Path Check (See Fig. 4-16.)

1) Play back a thin tape like the P6-120MP (NTSC) or P5-90MP (PAL), etc. and confirm that no tape rising occurs, and that curling is less than 0.3 mm, at the lower flange of the No. 2 guide, the upper flange of the No. 3 guide, the upper flange of the No. 6 guide and the No. 7 guide upper and lower flanges.
2) Confirm that no tape rising occurs and that curling is less than 0.3 mm at the flanges of all guide when pressing the FF button in the playback mode to set the CUE mode, or the REW button to set the REV mode.

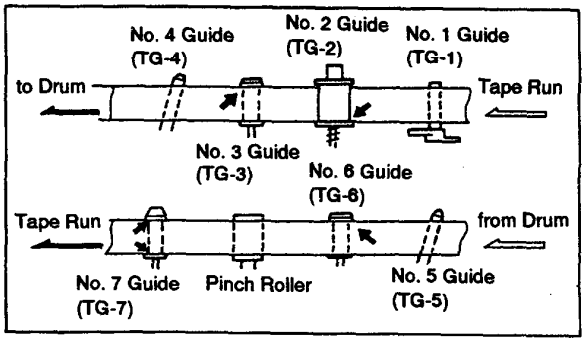


Fig. 4-16.