



INSTRUCTIONS OILING CHART



AND

COMPONENT PARTS LIST

OF

CHANDLER & PRICE

8x12 – 10x15 – 12x18

MODEL-N HAND-FED PRESSES

When ordering parts:—

Always give the serial number of the unit which is found stamped on the bed of the press in the upper left-hand corner (See plate 5.)

Give letters preceding number. These are part of the serial number.

Always give the size of press, part number, and the name and description of the part wanted.

Always state the definite mode of transportation, whether Air Mail—Express—Parcel Post—Freight.

Parts are shipped net f.o.b. factory and any prices listed are subject to change without notice.

In practically all cases parts ordered will be shipped from the factory the same day the order is received.

Too much information is always better than not enough. A close observance of the above suggestions will eliminate the possibility of error and will expedite service.

THE CHANDLER & PRICE COMPANY

6000 Carnegie Avenue • Cleveland 3, Ohio

PRINTING PRESSES AND PAPER CUTTERS

Instructions

After carefully uncrating press, check to see that there are no broken parts. Clean the grease from the press with a solvent and then wipe dry. The press has been shipped from the factory completely assembled as possible, so that a minimum of erection is necessary.

It is essential that the press be placed on as solid a foundation as possible. Each foot must rest solidly on the foundation, using packing where necessary. One of several methods may be used, depending upon the type and condition of the floor. Where the floor is concrete; cork one inch thick, battleship linoleum or felt pads should be placed under the feet of the press. On wood floors any of the above may be used or sometimes it is necessary to distribute the floor load and this may be accomplished with wood skids under the feet running from front to back. This can be a medium hard wood, 1" x 8" in height and width. Skids should be long enough to fit tight within the rolled front and back edges of metal oil drip pan. In the event it is desired to lag the press to the floor, two lag screws on the right side of the press are usually enough to keep the press from moving. Before tightening the screws, be sure the press is level, otherwise the excess strain on the base may pull it slightly out of alignment, resulting in a stiff throw-off and tight bearings.

To level the press, use a spirit level on the drive shaft inside the frame. Then, if the throw-off is not free, check the level by the side arm method as follows:

Turn the flywheel so that the bed of the press stands in an upright or balanced position. Then remove one of the side arms. If it comes off and goes on easily, the press is level. If not, packing should be placed under the left front foot of the press. Then, if this does not cause the side arm to come off and go on easily, the operation should be continued to the other feet of the press until the place is determined where the packing is needed. Leveling the press is an important step and must be adhered to with much attention. After the press has been leveled, it should be thoroughly oiled before turning over by hand or with motor. See oiling instructions on next page. The roller trucks should be fitted to the form roller cores and a light grease put on roller core. CAUTION! Do not put oil or grease on outer surface of roller trucks or on bed or extension tracks. These are to be kept dry. The press should be turned over several times by hand to make sure there is no interference with any of the moving parts. In wiring the motor, particular attention must be given to the direction of the rotation of the motor pulley. This should be such that when facing the pulley of the motor, the direction of rotation is counter-clockwise.

The Model-N press is equipped with adjustable bed tracks, and roller extension tracks. The adjustable bed tracks are located at either side of the bed; their purpose is to support the form rollers as they pass over the form. The tracks are set $\frac{7}{8}$ " from the face of the bed when the press is shipped from the factory. They can easily be adjusted to

take care of proper roller contact on form or can be replaced if occasion demands. The extension roller tracks are at either side of the ink disc and are used to support the rollers when the rollers are on the disc. The tracks are set at the factory even with surface of the disc and parallel to the disc. They can be adjusted up or down for desired roller contact.

The speed of the press may be increased or decreased by turning the speed control wheel located at the left front of the press. The press should be run at a slow speed for the first several days of running with a good oiling at the start of each day and several times a day until the press is "broken-in".

Bearings should be checked several times a day for warm or hot spots during the "breaking-in" period. Oiling and checking bearings during this initial period is very important. We give below some helpful hints on setting up the press for those of you who are running a Model-N for the first time.

The chase is the semi-steel frame in which the type form is locked. It is placed on the two lugs, just below the bed of the press, and held in place by the strong spring clamp at the top. When placing or removing the chase from the press, care must be taken not to injure the type or cuts in the form by striking them on the platen or grippers.

The platen is the metal surface on which is placed the sheet to be printed. It must be covered with a number of sheets of paper, which are held at the top and bottom by the tympan bales. This packing in the printer's language is called the tympan. The top sheet is a heavy oiled sheet of manila, and under it four sheets of 50-pound S&SC book should be placed and clamped down tight by the tympan bales. Be sure these are tightly down, for if loose they may ruin the type and injure the press. If the form to be printed is a heavy one, it may be necessary to add a press-board under the top sheet. This board should not go under the tympan bales. It is best to take the first impression on the top sheet without a press-board under the tympan.

After pulling the impression on the tympan, mark the margins on the sheet to be printed and then set the gauge pins. Wash the ink from the impression on the tympan sheet and then pull an impression on the sheet of stock to be printed. If any letter or part of form does not print clearly, it must be made ready by spotting the low spots with tissue until all parts print evenly.

After printing each job, the form should be taken from the press and thoroughly cleaned. First dampen a cloth with cleaning fluid and wipe the ink from the form. Then scrub the form with a benzine brush saturated with cleaning fluid after which the form should be wiped again with a soft dry cloth.

Do not let form rollers rest on ink disc or form as rollers will become flat and unusable.

OILING INSTRUCTIONS

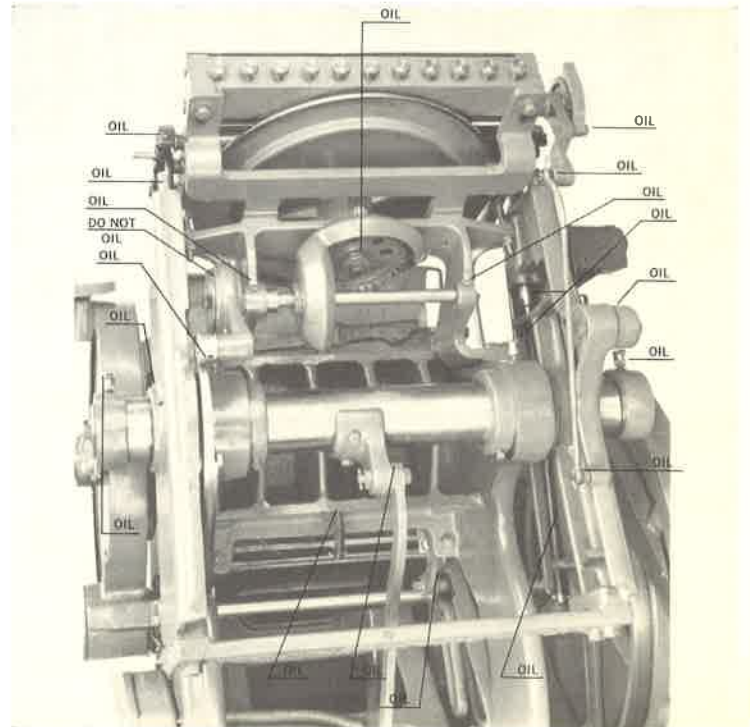
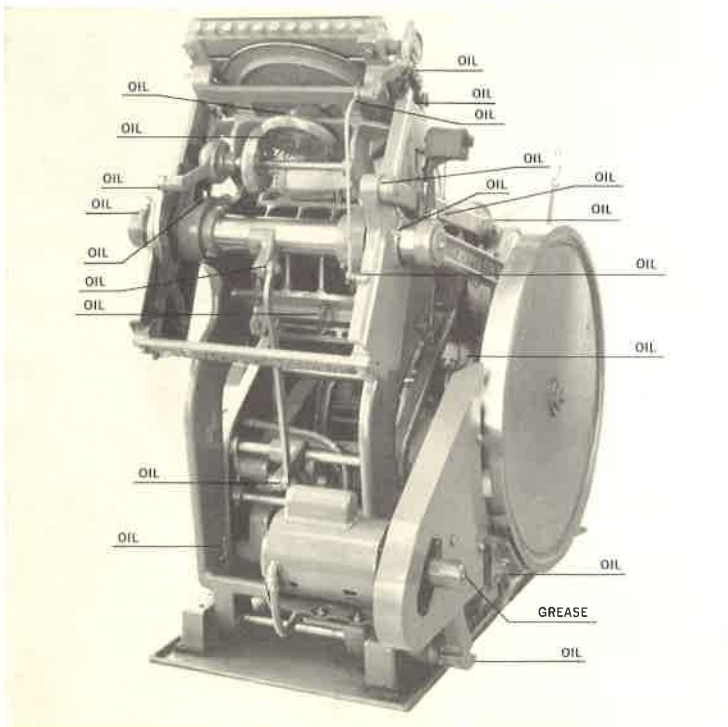
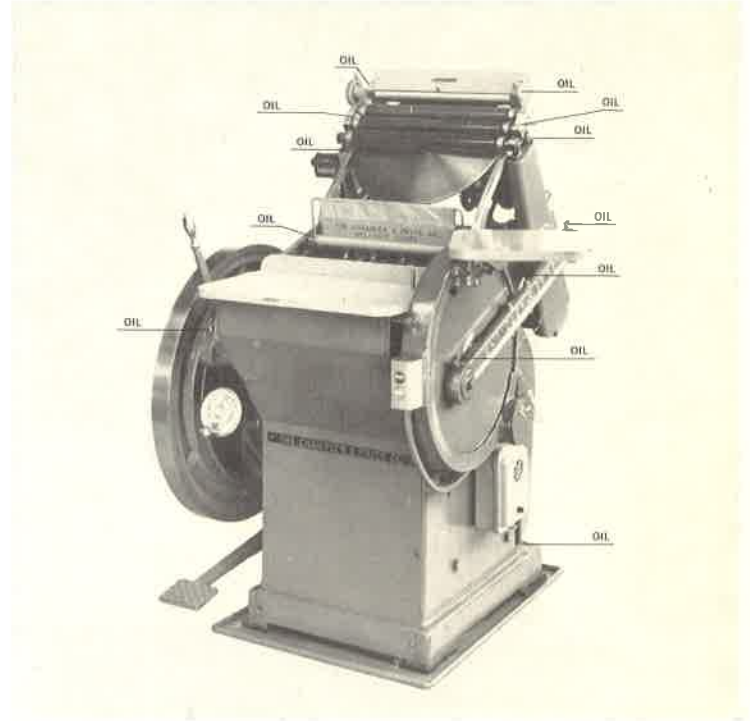
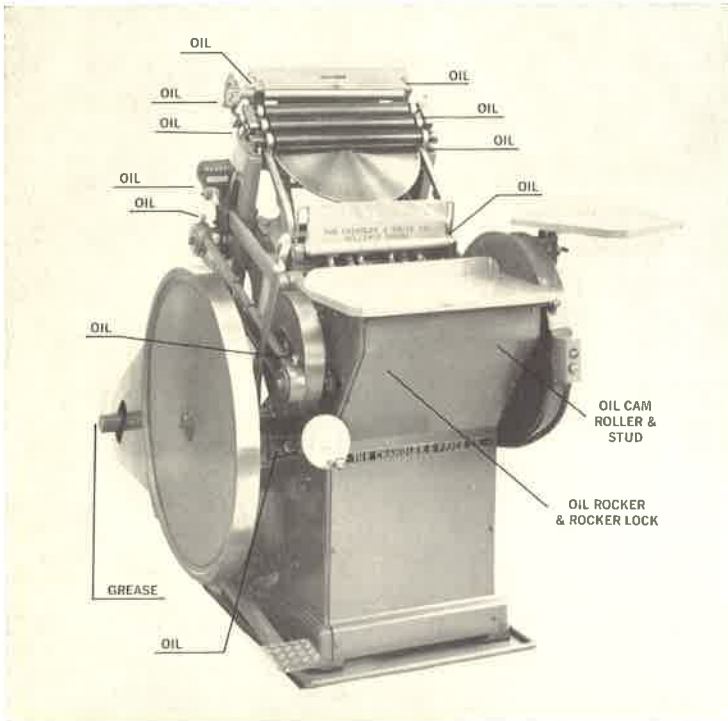
In the design and manufacture of the C & P Model-N press, we have scrupulously adhered to our usual high standards. To fully realize the presses rightful expectation of many years of satisfactory service, the owner and operator must also strictly adhere to the suggestions relative to the care and oiling of the press. Satisfaction will surely follow good care brought about by complete and regular oiling. Greater maintenance costs together with an unnecessarily increased rate of depreciation will surely follow neglect.

A successful method to follow in oiling is to commence at the same place each time and continue around the machine until the starting point is reached. Oil holes should be used

where provided, but it is highly essential that every moving part be lubricated at a point of contact or bearing.

All oiling points should be oiled at the start of each day with a good grade of No. 40 free running machine oil. Particular attention should be given the main and back shaft bearings, the bed shaft, the large gear cam roller and the drive shaft bearings. Remember, metal against metal requires lubrication.

NOTE:—Do not get oil in the ink plate clutch. If clutch gets oil in it and disc does not turn, wash out clutch with type wash or cleaning fluid. Do not get oil on bed or extension tracks.



COMPONENT PARTS

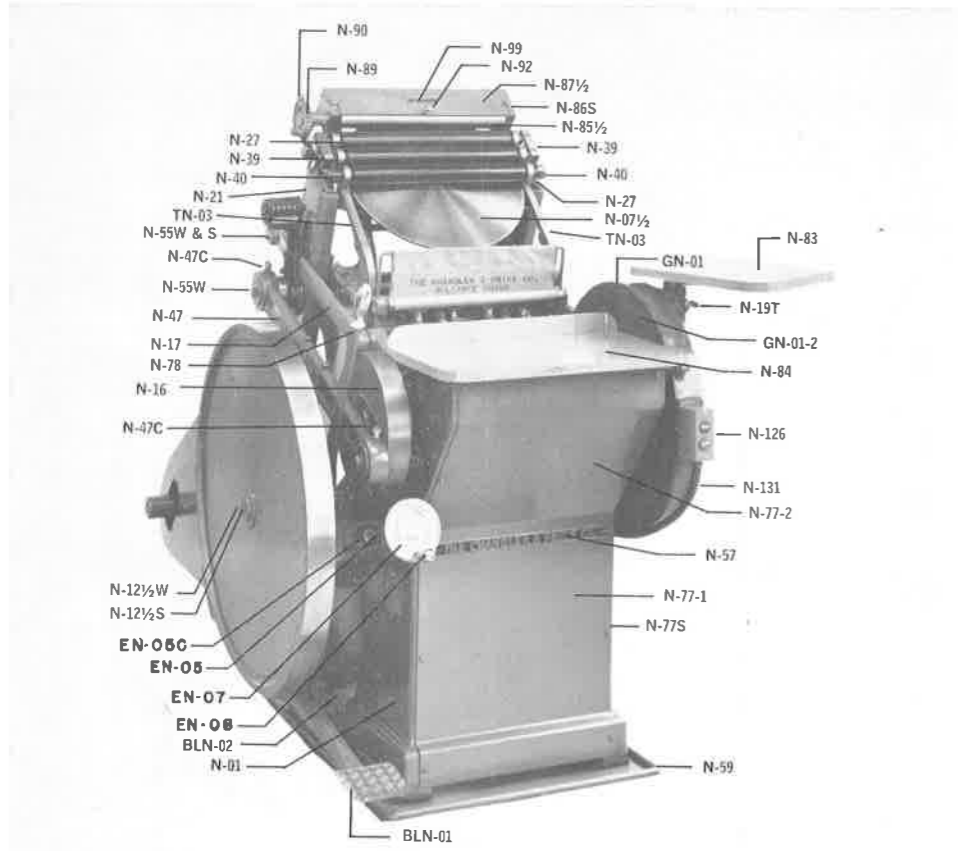


PLATE 1

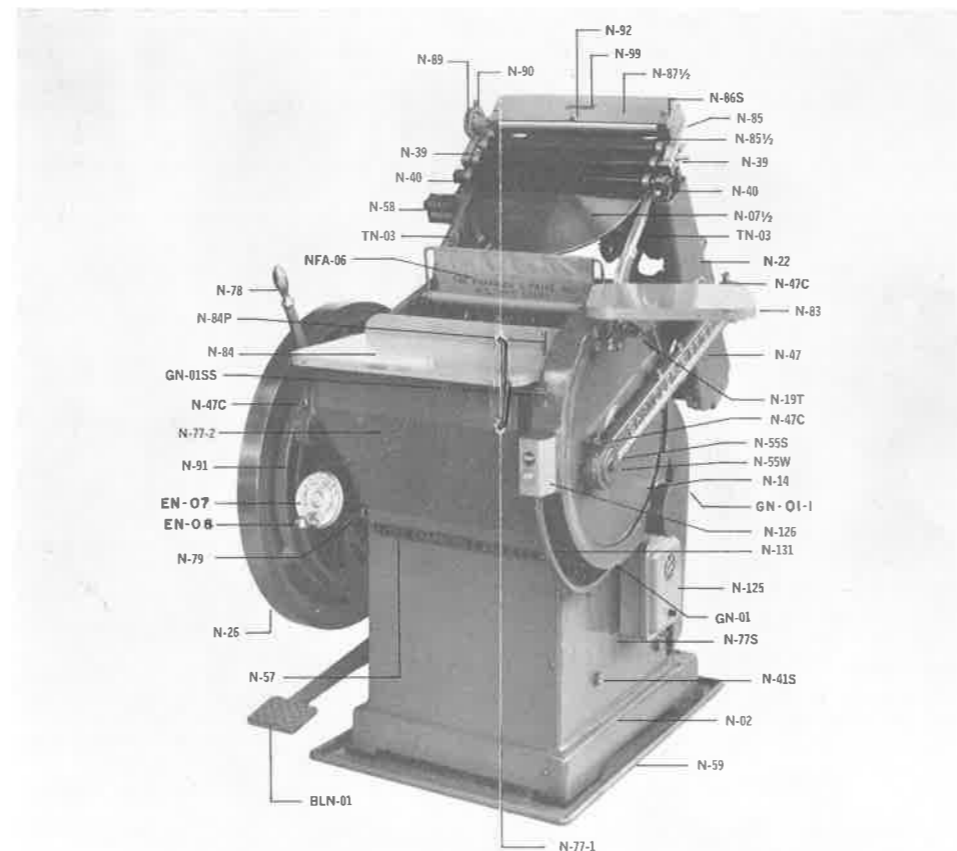


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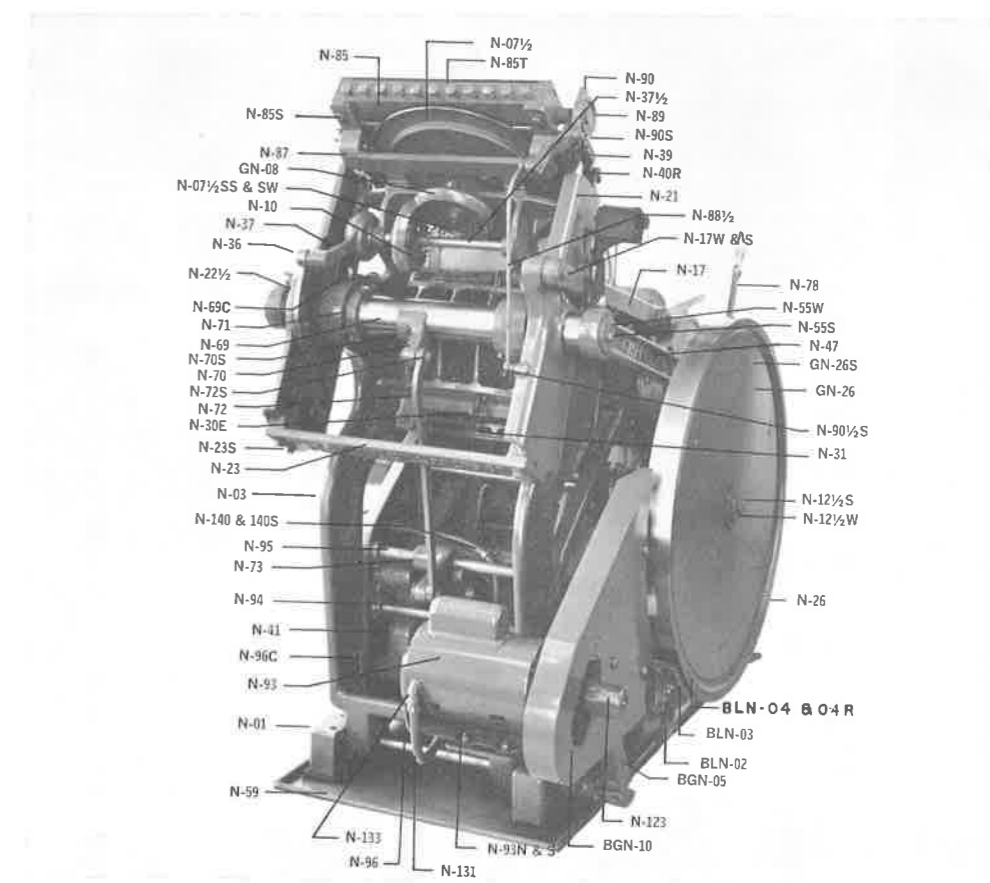


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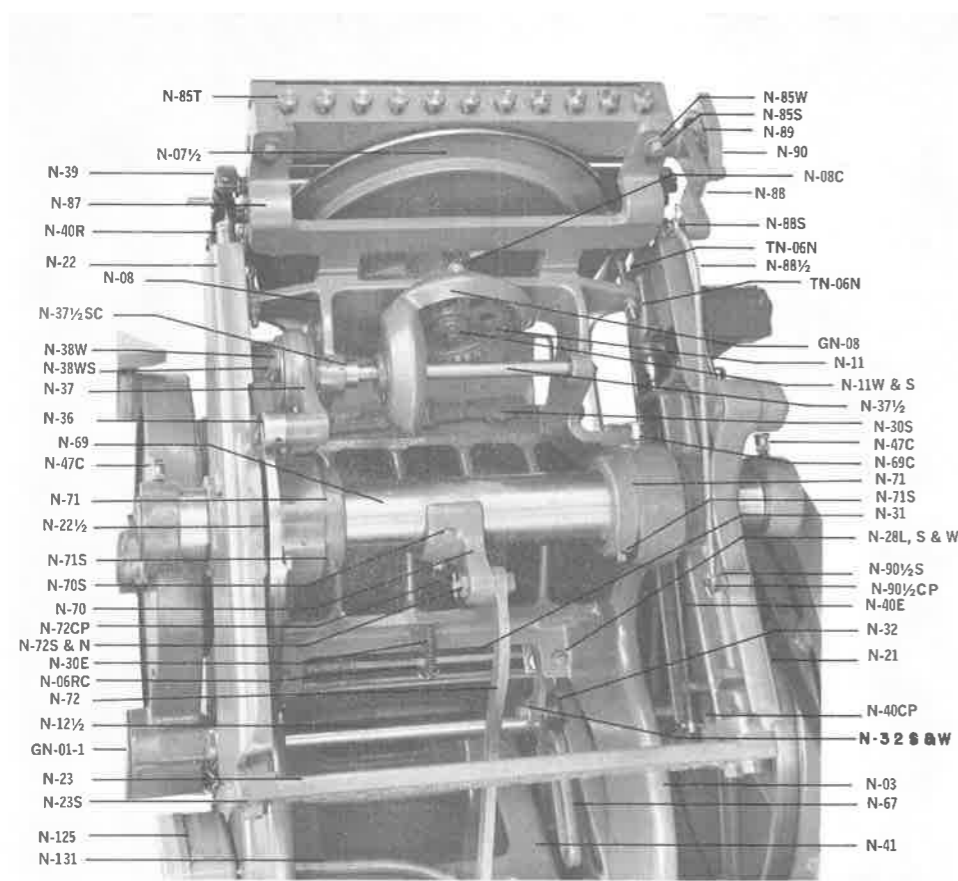


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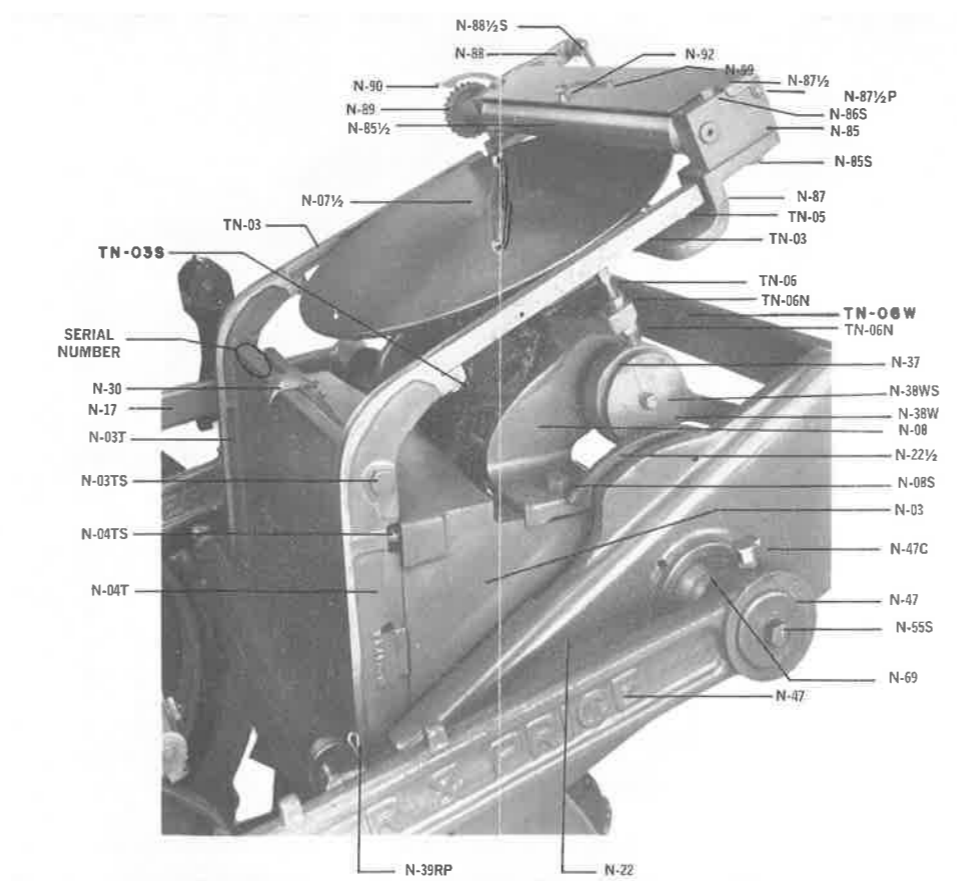


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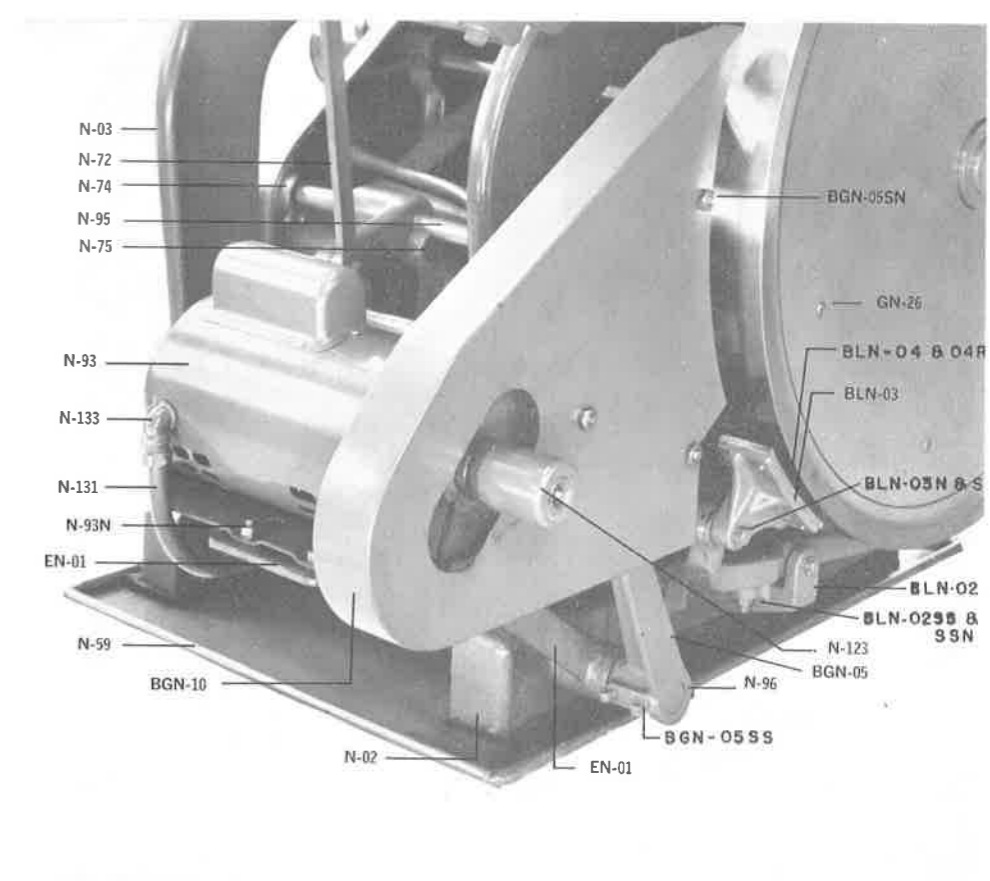


PLATE 6

COMPONENT PARTS LIST

Part No.	Part Description	Part No.	Part Description
N-01	Left Side Frame	N-23	Name Plate
N-01½	Delivery Table Bracket—L.H.*	N-23P	Name Plate Pin*
N-01½S	Left Hand Delivery Table Bracket Screws*	N-23S	Name Plate Screw
N-02	Right Side Frame	N-26	Flywheel
N-02½	Delivery Table Bracket—R.H.*	N-26K	Flywheel Key*
N-02½S	Right Hand Delivery Table Bracket Screws*	N-27	Roller Truck
N-03	Bed	N-28	Semi-Steel Chase*
N-03T	Adjustable Bed Track—L.H.	N-28L	Chase Lug
N-03TP	Bed Track Guide Pin*	N-28LP	Chase Lug Pin*
N-03TRA	Bed Track Chase Stop*	N-28 S & W	Chase Lug Screw & Washer
N-03TS	Bed Track Screw	N-30	Chase Hook
N-04	Platen*	N-30E	Chase Hook Spring
N-04N	Impression Screw Nut*	N-30H	Chase Hook Spring Hanger*
N-04S	Impression Screw	N-30S	Chase Hook Screw
N-04T	Adjustable Bed Track—R.H.	N-31	Gripper Bar
N-04TS	Bed Track Adjusting Screw	N-31E	Gripper Bar Spring*
N-05	Rocker*	N-31H	Gripper Bar Spring Hanger*
N-05W	Rocker Washer*	N-31P	Gripper Bar Pin*
N-06	Rocker Lock*	N-31W	Brass Washer*
N-06E	Rocker Lock Spring*	N-32	Gripper Bar Roller
N-06EW	Rocker Lock Spring Washer*	N-32N	Gripper Bar Roller Screw Nut*
N-06R	Rocker Lock Spring Rod*	N-32S	Gripper Bar Roller Screw
N-06S	Rocker Lock Screw*	N-33N	Cam Roller Stud and Nut*
N-06RW	Rocker Lock Spring Rod Washer*	N-36	Disc Lever Cam Roller
N-07½	Ink Disc	N-36S	Disc Lever Roller Screw*
N-07½S	Disc Stud*	N-37	Adjusting Disc Lever
N-07½SS	Disc Stud Screw	N-37S	Disc Lever Stud*
N-07½W	Disc Stud Washer	N-37½	Disc Lever Shaft
N-08	Disc Bracket	N-37½CSS	Disc Lever Shaft Screw*
N-08C	Disc Bracket Oil Cup	N-37½SC	Disc Lever Shaft Coller
N-08S	Disc Bracket Screws	N-37½SW	Disc Lever Shaft Screw Washer*
N-08SW	Disc Bracket Washers*	N-38R	Silent Pawl Roller*
N-10	Disc Drive Gear	N-38W	Silent Pawl Retaining Plate
N-10K	Disc Drive Gear Key*	N-38WS	Silent Pawl Retaining Plate Screw
N-10SS	Disc Drive Gear Key Screw*	N-38½	Silent Pawl Spider*
N-11	Disc Drive Gear	N-38½E	Silent Pawl Plunger Spring*
N-11S	Disc Drive Gear Screw	N-38½K	Silent Pawl Spider Key*
N-11SW	Disc Drive Gear Screw Washer	N-38½P	Silent Pawl Plunger*
N-11W	Disc Drive Gear Washer*	N-39	Right Double Saddle with Pin-No Rod
N-12½OC	Pinion Shaft Oil Cup*	N-39E-VIB	Double Saddle Spring for Vibrator*
N-12½	Pinion Shaft	N-39L	Saddle Lifter*
N-12½C	Pinion Shaft Collar*	N-39RP	Saddle Rod Pin
N-12½CSS	Allen Set Screw*	N-39½P	Left Double Saddle Pin*
N-12½S	Pinion Shaft Washer Screw	N-40	Single Saddle
N-12½W	Pinion Shaft Washer	N-40CP	Single Saddle Rod—Cotter Pin
N-13	Pinion*	N-40E	Single Saddle Spring
N-13K	Pinion Key*	N-40R	Single Saddle Rod
N-14	Large Gear Head	N-41	Seperator
N-15	Lock Roller*	N-41S	Seperator Screws
N-15S	Lock Roller Stud*	N-41½	Upper Brace*
N-15SN	Hex. Nut*	N-41½S	Upper Brace Screws*
N-16	Small Head and Lock Cam	N-42	Rocker Box*
N-17	Roller Arm	N-42S	Rocker Box Screw*
N-17S	Roller Arm Stud	N-45	Double Saddle Stud with Rod*
N-17W	Roller Arm Stud Washer	N-45P	Double Saddle Guide Pin*
N-18	Gripper Cam Roller*	N-47	Side Arm
N-18SA	Gripper Cam Roller Screw*	N-47C	Side Arm Oil Cup
N-18SN	Gripper Cam Roller Screw Nut*	N-47S	Side Arm Wrist Pin*
N-19T	Feed Table Base Thumb Screw	N-55S	Side Arm Washer Screw
N-20	Feed Table Fork*	N-55W	Side Arm Washer
N-21	Left Roller Frame	N-56	Roller Stand*
N-21S	Roller Frame Wrist Pin*	N-57	Name Plate
N-22	Right Roller Frame	N-57R	Name Plate Rivet*
N-22½	Disc Drive Cam	N-58	Impression Counter with Bracket
N-22½S	Disc Drive Cam Screw Short*	N-59	Metal Oil Drip Pan
N-22½SS	Disc Drive Cam Screw Long*	N-60	Impression Screw Wrench*

*—Indicates Parts Not Shown in Pictures By Number.

COMPONENT PARTS LIST

Part No.	Part Description	Part No.	Part Description
N-61	Gripper Wrench*	N-88½E	Fountain Ratchet Rod Spring*
N-62	Rocker Arm*	N-88½S	Fountain Wire Conn. Screw
N-62P	Rocker Arm Pin*	N-89	Fountain Ratchet Wheel
N-63	Roller Stock*	N-89P	Fountain Ratchet Wheel Pin*
N-63P	Roller Retaining Pin*	N-89½	Fountain Blade*
N-64	Tympan Bale-Lower*	N-89½S	Fountain Blade Screw*
N-64R	Tympan Bale Rivets*	N-90	Fountain Ratchet
N-64½	Tympan Bale—Upper*	N-90S	Fountain Pawl Screw
N-64½R	Tympan Bale Rivets*	N-90½CP	Fountain Driver Stud Cotter Pin
N-65	Left Platen Ear*	N-90½S	Fountain Driver Stud
N-65S	Left Platen Ear Screw*	N-91	Belt
N-66	Right Platen Ear*	N-92	Fountain Cover Knob
N-66S	Right Platen Ear Screw*	N-93	Motor—Specify Voltage, Phase, etc.
N-67	Gripper Cam	N-93N	Motor Nuts
N-67P	Gripper Cam Pin*	N-93S	Motor Screws
N-67PS	Gripper Cam Screw*	N-93W	Motor Washers*
N-68	Main Shaft*	N-94	Throw-Off Shaft
N-68C	Main Shaft Oil Cup*	N-94C	Throw-Off Shaft Oil Cup*
N-68K	Main Shaft Key*	N-95	Throw-Off Shaft—Short
N-69	Back Shaft	N-96	Bed Shaft
N-69C	Back Shaft Oil Cup	N-96B	Bed Shaft Bushings*
N-70	Throw-Off Saddle	N-98	Rocker Lock Shaft*
N-70S	Throw-Off Saddle Screw	N-98C	Rocker Lock Shaft Oil Cup*
N-71	Back Shaft Collar	N-99	Fountain Name Plate
N-71S	Back Shaft Collar Screw	N-123	Motor Pulley
N-72	Back Connection to Throw-Off	N-125	Magnetic Starter
N-72CP	Back Connection to Throw-Off Cotter Pin	N-125S	Magnetic Starter Screw*
N-72S	Screw & Nut for Back Connection to Throw-Off	N-126	Push Button Station
N-72½	Lower Throw-Off Connection*	N-131	Flex. Wiring Conduit
N-73	Slotted Piece for Throw-Off	N-132	Straight Connector*
N-74	Throw-Off Shaft Collar	N-133	EI Connector
N-74½	Treadle Collar*	N-134-2	Wire Terminals*
N-75	Throw-Off Pin Circle	N-135	Wire*
N-75P	Throw-Off Pin Circle Pin*	N-140	Conduit Clamp
N-75SP	Throw-Off Shift Pin*	N-140S	Conduit Clamp Screw
N-76	Outer Arm to Throw-Off*	BGN-05	Belt Guard Bracket
N-77-1	Front Panel—Lower	BGN-05S	Belt Guard Bracket Stud*
N-77-2	Front Panel—Upper	BGN-05SN	Belt Guard Bracket Stud Nut
N-77S	Front Panel Screw	BGN-05SS	Belt Guard Bracket Screw
N-78	Throw-Off Lever	BGN-06	Belt Guard Bracket Support*
N-79	Throw-Off Bracket	BGN-06S	Belt Guard Bracket Support Stud*
N-79S	Throw-Off Bracket Screw*	BGN-06SN	Belt Guard Bracket Support Stud Nut*
N-80	Left Gripper*	BGN-10	Belt Guard
N-80N	Gripper Bar Nut*	BLN-01	Brake Lever
N-80S	Gripper Bolt*	BLN-01CP	Brake Rod Cotter Pin*
N-81	Right Gripper*	BLN-01E	Brake Spring*
N-83	Feed Table	BLN-01P	Rod*
N-83S	Feed Table Screw*	BLN-02	Brake Bracket
N-84	Delivery Table	BLN-02S	Brake Bracket Screw
N-84P	Delivery Table Pin	BLN-02SS	Brake Adj. Screw
N-84S	Delivery Table Screw*	BLN-02SSN	Brake Adj. Screw Nut*
N-85	Fountain Bed	BLN-03	Brake Shoe
N-85S	Fountain Bed Screw	BLN-03N	Brake Shoe Nut
N-85T	Fountain Blade Thumb Screw	BLN-03S	Brake Shoe Screw
N-85W	Fountain Bed Screw Washer	BLN-04	Brake Shoe Lining
N-85½	Fountain Roll	BLN-04R	Brake Shoe Rivets
N-86	Fountain Roll Cap*	EN-01	Motor Bracket
N-86P	Fountain Roll Cap Pin*	EN-01P	Motor Bracket Swivel Pin*
N-86S	Fountain Box Cap Screw	EN-05	Motor Bracket Adjusting Rod
N-87	Fountain Bracket	EN-05C	Motor Bracket Adjusting Rod Collar
N-87S	Fountain Bracket Screw*	EN-05CSS	Motor Bracket Adj. Rod Collar Screw*
N-87½	Fountain Cover	EN-05GGP	Motor Bracket Adj. Rod Collar Pin*
N-87½P	Fountain Cover Pin	EN-06	Controll Rod Support*
N-88	Fountain Ratchet Lever	EN-06C	Swivel Rod Retaining Ring*
N-88S	Fountain Ratchet Lever Stud	EN-07	Speed Regulating Hand Wheel
N-88½	Fountain Ratchet Rod	EN-07P	Speed Regulating Hand Wheel Pin*

*—Indicates Parts Not Shown in Pictures By Number.

COMPONENT PARTS LIST

Part No.	Part Description	Part No.	Part Description
EN-08	Speed Regulating Hand Wheel Handle	GN-08W	Bevel Gear Guard Washer*
GN-01	Gear and Pinion Guard	GN-26	Flywheel Guard*
GN-01-1	Pinion Gear Guard Cap	GN-26S	Flywheel Guard Screw
GN-01-1S	Pinion Gear Guard Cap Screw*	NFA-06	Reliance Platen Guard
GN-01-2	Gear Guard Plate	TN-03	Extension Track—L. and R.
GN-01S	Gear & Pinion Guard Screw*	TN-03S	Extension Track Screw
GN-01SS	Gear Guard Support Screw	TN-03SW	Extension Track Washer*
GN-01SSN	Gear Guard Support Screw Nut*	TN-04TSW	Track Adjusting Wrench*
GN-01-2S	Gear Guard Plate Screw*	TN-05	Extension Track Pin
GN-08	Bevel Gear Guard	TN-06	Extension Track Adjusting Screw
GN-08S	Bevel Gear Guard Screw*	TN-06N	Extension Track Adjusting Screw Nut
		TN-06W	Extension Track Adjusting Screw Washer

*—Indicates Parts Not Shown in Pictures By Number.



The information contained herein was correct when this book was approved for printing. The Chandler and Price Company reserves the right to change specifications, design or instructions without notice and without incurring obligation.

The Serial Number of This Press is _____

INSTALLATION INSTRUCTIONS

DAMAGE CLAIMS

This machine should be inspected for loose nuts and bolts which can be caused by vibrations or rough handling during shipment. Internal damage can be claimed against the common carrier if a claim is filed immediately under their clause of concealed damage. Damage claims must be filed by the consignee (Chandler & Price dealer).

ELECTRICALS

This machine is wired according to the order as received by the Chandler & Price Company. Check your power supply for the following:

1. Wire gauge used is in accordance with local electrical codes as compared to the electrical information shown on the motor plates.
2. The existing line facilities and fuses are ample to carry the additional load demanded by this unit.
3. The machine must be placed within 15 feet of a fuse box or line switch that is delivering the required voltage.

LUBRICATION

Standard lubricating oils or greases are used unless otherwise specified in the particular machine literature. Hydraulic fluid, if required, is of medium weight in all Chandler & Price equipment. This fluid meets military specifications as known in Code MIL-L-15017, Grade 2110H. All major oil companies have this code under their respective trade names.

GENERAL

The machine should be level and be placed on a firm foundation. Never allow a paper cutter, letterpress or die cutter to be used on the shipping skids, soft floors or other shaky foundations. By following the above suggestions and those listed in the literature for this particular machine and model, you will experience many years of satisfactory performance. Failure to insist on these recommendations may result in less than satisfactory performance or perhaps the loss of the warranty protection entirely.