

VARN **Kompac**[®]

PATENT PENDING

Mfg. by GRAPH TECH, INC.

Exclusive Distributor VARN PRODUCTS CO., INC.

TECHNICAL and SERVICE BULLETIN

No. 11

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GRAPH TECH TAKES THE BOUNCE OUT

Graph Tech has developed a simple lift device which will eliminate the bouncing of the Kompac on ATF's Models 17, 117, 217 and the newest 115. This bounce is caused by the plate cylinder moving up and down on impression.

This kit has been designated Retrofit Kit No. 2 and it is free. This kit will also be incorporated in Kompac units AF 15G and AF 17G effective December 17, 1984.

Complete instructions for installation will be included with each kit and will be supplemented in the written Kompac installation instructions.

Remember, the Kompac has proven to be the best dampener in the eyes of ATF-Davidson and we should all be promoting that fact.

Good selling,



Ron Kraus
Marketing Manager

ATF 17 LIFT KIT INSTRUCTIONS

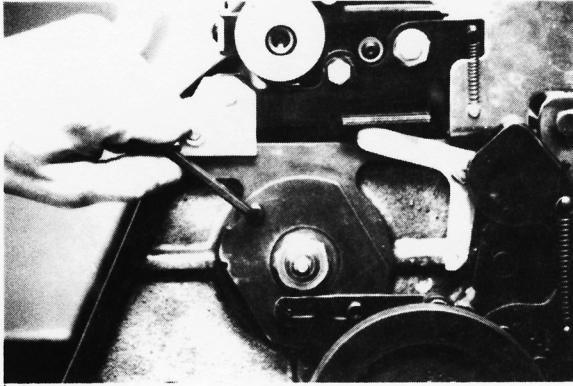


Fig. 1

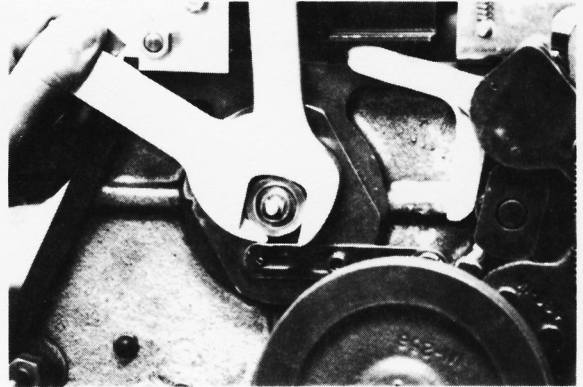


Fig. 2

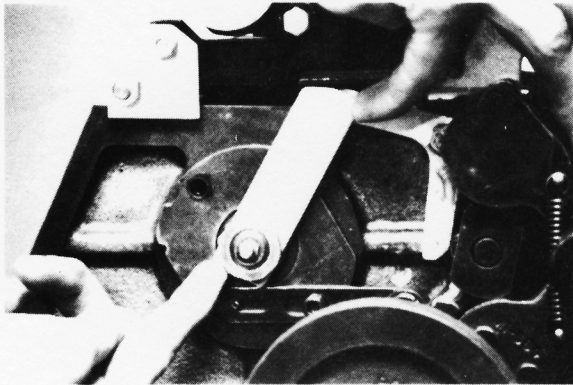


Fig. 3

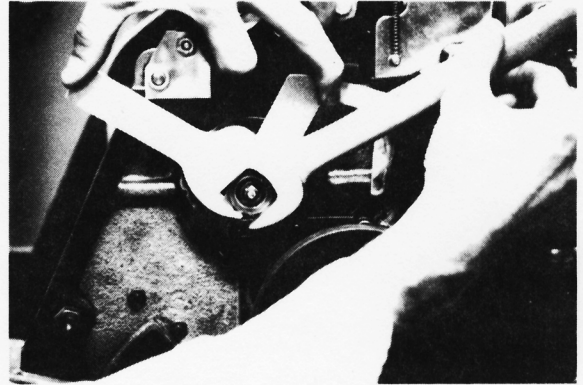


Fig. 4

1. Unplug machine from electrical outlet.
2. Remove single lever control, operator side panels and top inker cover on non-operator side.
3. Install a metal offset plate or the thickest plate your customer uses.
4. With the water drained from the Kompac, move the single lever control to the "moist" position and rotate handwheel clockwise until the Kompac form roller is approximately 1" past the lead edge of plate.
5. Check that the impression cylinder latch lever is not on "impression". This will insure the plate cylinder is at its highest position.
6. Remove Allen head screw from the non-operator side to allow easier access to first lock nut. (Fig. 1)
7. Using the special wrench supplied in the kit, hold the inside plate cylinder shaft lock nut in position and remove outer locking nut. (Fig. 2)
8. Install lift lever and hold it tight so tip of lever touches Kompac bracket. (Fig. 3)
9. Reinstall 2nd lock nut against lift lever insuring that neither lever nor cylinder shaft lock nut move. NOTE: If inside lock nut is overtightened, the cylinder latch mechanism will not operate smoothly. (Fig. 4)
10. Reinstall Allen head screw. (Fig. 1)