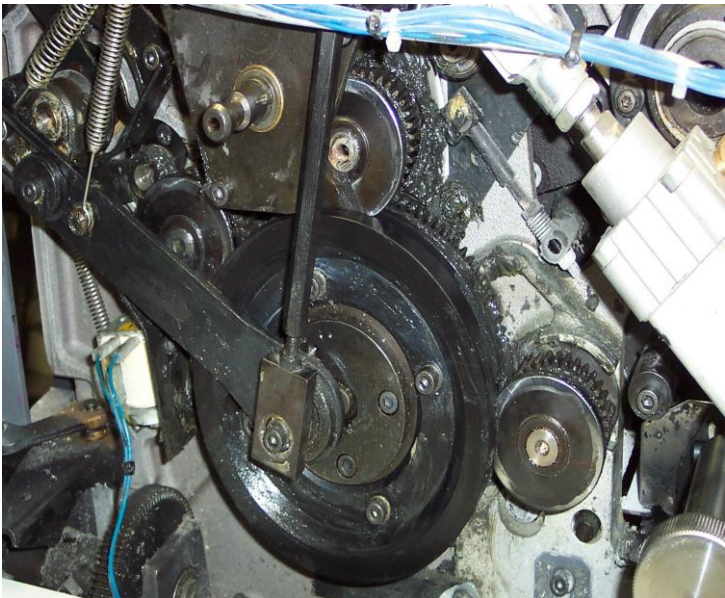




## Ink distributor roller shaft and drive cam issues!



Over time, the roll pins holding the cam disc to the ink distributor roller shaft wear and become loose or even break. This allows the cam disc to rock back and forth which causes excess wear in the drive came and major damage to the shaft if not addressed in a timely manner.

Inspecting the roll pins on a regular basis should be part of your regular preventive maintenance. Check the cam discs on your press. You will have to remove a cover to get to them on PU-2. The disc should have no movement at all. If there is or you see any rust color at the end of the shaft, replace the pins. If the new pin does not hold the disc tight, it is time for my ink distributor shaft modification kit.

This kit can save you \$HUNDREDS\$ even \$THOUSANDS\$ of dollars in costly parts and service. The kit contains all the necessary hardware, metric drill and tap to repair all 4 ink distributor shafts. Each shaft takes approximately 45 minutes to modify. NOTE: This kit is not intended for repairing PU-1 1<sup>st</sup> ink distributor roller shaft. The very early presses have taper pins. Kits are only \$89 + tax and shipping when applicable. Please call to order your kit or for further information. Kit # **QM46IDSMK**