

Mechanical Computer Installation Checklist

1. Run computer by hand to one gallon turning any range gear with your thumb. Check for math agreement, then reset the computer making sure all wheels return to zero.
2. When installing the drive coupling on the bottom of the computer, place the computer on cardboard so as not to damage wheels. Slide the coupling onto shaft and align holes. Place groove pin into hole - make sure the small diameter enters first. Using channel lock pliers, squeeze groove pin until flush with outside of coupling. Once coupling is installed, do not set computer down on the coupling because damage may occur.
3. Pulser mounting is critical - improper adjustment of gear engagement will cause excessive wear and wheel resetting problems - the most common being 10 cents difference front to back (see attached).
4. Make sure range gear assemblies are seated fully on the pyramid post - or wrong readings will occur. To achieve this you may have to "jiggle" the gear engaging with the cone gear, or the cone gear, until it seats.
5. Keep variator bands closed during use to keep gearing clean.
6. Computers are lubricated during remanufacturing. Additional lubricant should not be applied at installation and minimally during its lifetime. Excess oil or grease will capture dirt and cause accelerated wear.
7. When installing the face plate, make sure it does not rub against any of the wheels. Rubbing causes wheels not to reset to zero and eventually makes wheel print not legible.
8. PMP uses a metal drive gear in the back money wheel to be compatible with Western pulsers. If you need computers with metal drive wheels in other positions for use with Western pulsers, please contact PMP.
9. Check to see that the wheel pointers are properly aligned with "0". If not, adjustments can be made using a 5/16" nut driver.
10. Some service station operators may request that the totalizer from the computer being replaced be used on the new computer. This saves them from changing their accounting figures. PMP discourages this because it can change the wheel shimming since there are variations in the totalizer dimensions.

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