

Service Bulletin #111809

Dull Cutter Blades

The blades on the LEDCO 25/30" cutters are a knife action guillotine cutting system. When functioning properly the blades are self sharpening. When certain parts wear, the angle where the blades meet can change, dulling the blades. **Replacing the blades without changing these parts will only temporarily fix the problem as the new blades will dull quickly.** Replacing the parts listed below will bring the blades back into proper alignment and many times eliminate the need to replace the blades. If the blades are too dull, the blades can be reversed as they are sharp on both sides. LEDCO does not recommend that you have the blades sharpened as this shortens the blade and can cause them to lock up on each other which will destroy the clutch (\$1600.00).

Attached is an exploded view of the cutter. **APPLYING POWER TO JAMMED BLADES DESTROYS THE CLUTCH (\$1600.00).** After you change the parts it is critical that you cycle the blades manually by rotating the cutting motor clockwise and trip the solenoid by hand to run the blades through the cutting cycle. This is to ensure that the blades are not jammed which would in turn, destroy the clutch.

<u>Quantity</u>	<u>Description/part#</u>
(2)	Guillotine Cam C30 250A.4
(1)	Cutoff Cam Shaft C30 253.4
(4)	Woodruff keys
(2)	Roll pins
(2)	Spherical bearing PRB101

You will be replacing the cut off cam shaft and the guillotine cams. The cams are held on the camshaft by 2 woodruff keys. The constant concussion of the blade against the keys causes the keyways in the shaft to round out and the keys to loosen up. You may notice the cutter getting louder as this occurs. To remove the camshaft remove the (3) e-clips, the (4) clutch bolts, and the clutch wires from the cut off cam shaft. Slide the shaft out of the machine keeping track of where the (3) spacers go on the shaft. Remove the old cams and install the new ones in the teardrop blade assembly. You will need to remove the roll pins from the clutch (Remove the clutch pulley to access one of the pins) and drill (2) 1/8 inch holes in the new shaft to mount the clutch. **THESE HOLES WILL NEED TO BE IN EXACTLY THE SAME SPOT AS THE OLD SHAFT. THE WOODRUFF KEY SLOTS WILL BE FACING STRAIGHT UP WHEN THE CLUTCH IS AT ITS STOP POINT AND 3/16th OF AN INCH FROM THE SNAP RING GROOVE.** Mount the clutch and reassemble.

Before installing the clutch assembly in the cutter, replace the (2) spherical bearings in the pressure bar. You can remove the (3) bolts that hold on the right side pressure bar bracket and slide it up to remove it and access the spherical bearings. The factory setting of the pressure bar tension bolts is 1 thread of the pressure bar adjusting bolts inside the bracket. Never adjust the pressure bar adjustment bolts more than 2 threads inside the bracket as this can cause the pressure bar to bottom out, jamming the blade holder and again destroying the clutch.

Install the cam assembly, cycle the cutting blades and you're done.

*NOTE: Do not adjust the cutting belt too tight. The belt is made of Kevlar and does not stretch. It should have at least 1 1/2 inches of flex out and in from its resting position.

Parts and prices are shown on: ledcolaminator.com